



February 2005 Volume 27, Issue 2

The Binnacle

<http://members.shaw.ca/vmss>

Victoria Model Shipbuilding Society

303-2151 Haultain St

Victoria BC V8R 2L8

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

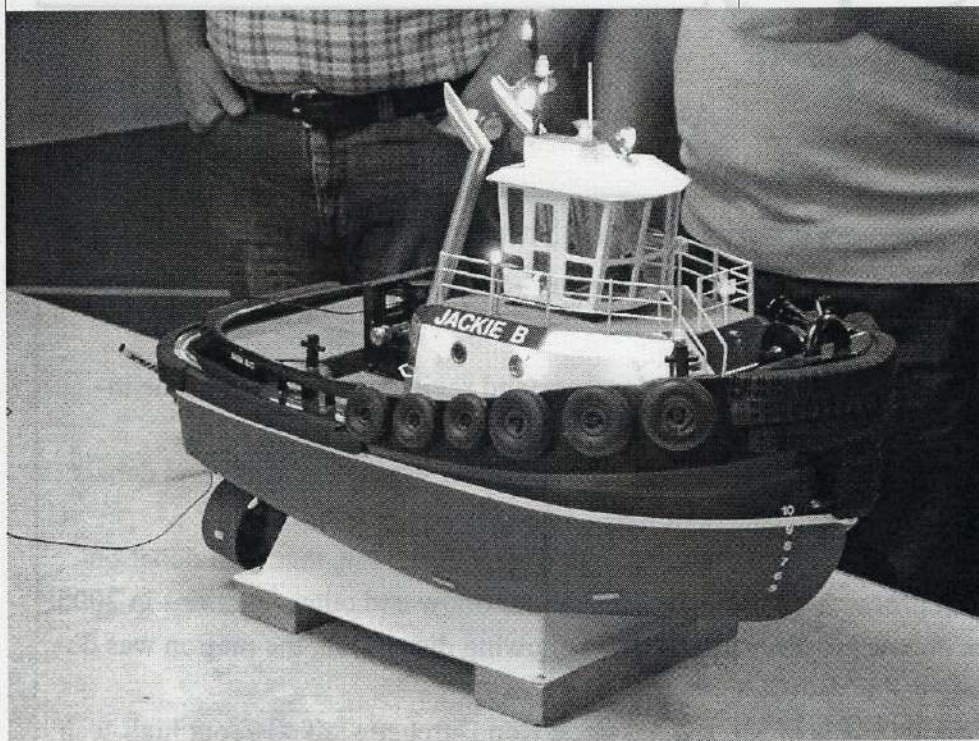
- FEB 4-7 - CanWest Mall Hobby Show
FEB 4-7 - NorthWest Hobby Expo
Puyallup Fairgrounds, Wa
www.nwhobbyexpo.com
FEB 12 - Regular Meeting
MAR 10 - Regular Meeting
April 30 - May 2 Western Ship Model Conference
& Exhibit Long Beach, Calif.
• POWER: Sundays 10-12



From the Bridge



"The Executive have looked at the year ahead coming up with a tentative plan that is both doable and fun. We are looking forward to participation by as many as possible and always welcome suggestions for new events in the program. The Can-west show should get us up and running so it is full speed ahead and "Damn Romain's Torpedoes." We are looking forward to the return of the warm weather so that the sailing and pond activities can take place on a regular basis".
Ken S



Ron Burchette's Jackie B.



Ron Burchette. Master Modeller.

Dues are Due—please bring \$35 to the next meeting or mail them to our address above



Ray Bethel's crew boat

Robert (Bob) Rancier**1929 - 2005**

We lost a good friend to our hobby on Jan 24 when Bob passed away. We all know him as the proprietor of BC Shaver and Hobbies. Even as his health

was failing, he enjoyed working in the store as recently as last year although he had handed to business over to his son Garnett.

Bob opened his Victoria store when I was in high school - it was across Fort street from the present store. Shavers were his main business, but he had some model railroad and plastic kits. His wasn't the first or only hobby

store in greater Victoria. Other hobby stores have come and gone. But Bob listened to and supported his customers and his business prospered. He was a

'people person' and enjoyed talking to and advising his customers. We can be grateful for that: we are the best served model boaters in Canada.

I'll miss going downtown on Friday evening when Bob was 'helping out' in the store, and spending some time having a pleasant chat....

***2004 Executive***

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Victoria Model Shipbuilding Society

Regular Meeting – 13 January, 2005

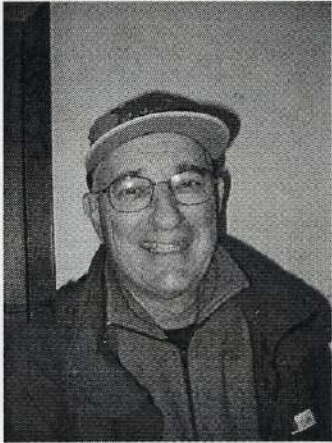
The President welcomed Members, and reviewed the duties of the incoming Executive Committee.

Arrangements for the CanWest Mall Show were completed, and details on upcoming events reviewed.

Moved by R. Armstrong, seconded by S. Ringrose, that: All donation-boat proceeds from the CanWest Mall Show and other functions in 2005 be donated to Tsunami Relief. Following discussion, the motion was defeated.

Following the break, special guest Ron Burchette talked about high-tech model ships used to test engineering, and predict the performance of real vessels.

Respectfully submitted,



Mike Woodley

Mike joined VMSS after retiring from his profession of teaching, and became a director representing the newer member's views. You probably recognize Mike's boats, the whimsical and well populated *Lady Hydrangea* and *Lady Bug Lander*.

Mike is a native Victorian, but he left at age 16 to play junior Hockey in Flin Flon Manitoba and Yorktown Sask, returning to Victoria to attend UVIC. He was fortunate that most of his teaching career was in Victoria, but he did take opportunities to teach in Tahsis, Ottawa and Perth Australia.

He has other hobbies in common with a lot of us. He has a large Lionel model railroad, and enjoys sailing on his 25 foot sailboat and camping in a Boler trailer.

Already an active member, Mike has participated in both power and sail activities in addition to his duties as a director. His current project is defining *The Perfect Model Boat Pond* so any municipality considering building a new facility will have thoughts from experienced users (us!).

One event that Mike remembers as distress occurred while playing ior Hockey League. He was the full force on his nose, which was They

a misfortune that caused him hockey in the Saskatchewan Jun-slammed into the glass and took turned sideways and flattened. laid



Alex James, Ron Hillsden and John Pineau learning from Ray Bethel.

THE SUB SUBJECT

Here at last the last and longest Part of the propagandistic advocacy series for the year's shortest month.

7. SUB MODELS ARE MAINTENANCE INTENSIVE

The term "intensive" is subjective, and needs to be qualified. In addition, a broad gap exists between "maintenance" and "repairs." Slack off on the former and the need for (and cost of) the latter will rise steeply.

Submarine branched Navies of the western hemisphere all allow down times between patrols, varying from 30 to 45 or more dock-side or drydock working days. The U.S. Navy's initialism for that is P.M.S.—for Preventive Maintenance Service—in which rigid adherence to the projected life spans of parts, components or systems is practiced. When any item's service life is up, it is replaced—regardless of apparent condition. "An ounce of prevention..." Human lives depend on conscientious execution of what the manual says. Sure, it costs time and money but, in the long (39 year) haul, the taxpayers come out ahead.

In models life is not at stake, but heartaches, pride and the hobby's enjoyment can get bloodied. So what to do? Toss in new servos or motors, just 'cause they're a couple years old? No, no, no.

A simple maintenance schedule involves this: after each outing/patrol/run:

- (A) make sure the model is as dry as the Gobi in mid-summer—both IN and OUT. Use a hairdryer;
- (B) lube all shafts, bearings and linkages that are readily accessible and
- (C) depending on hours of operation, DO replace seals, valve cores and valve washers.

Model subs have this in common with race horses: don't put 'em away wet. Follow the three-point recommendations, and model sub maintenance may take less time than you'd spend fiddling with sails and rigging.

8. IN REAL LIFE. SUBMARINES ARE UNGENTLEMANLY WEAPONS

Could dismiss that "objection" as highly liquefied bull, but exploring/countering it could hold some "fun" potential.

Assuming that the Marquis of Queensberry had been asked to put unfairness labels on the likes of booby traps, chemical weapons, germ warfare, mines (land & sea) nuclear bombs, snipers and submarines, I hold great confidence that the noble gent would have rated submarines as as above board as their below-surface operations allow. Still, as late as during the 1922 Naval Conference in Washington, the British reps tried to ban subs as weapons of war. That initiative, no doubt, was rooted in the huge success of Kaiser Bill's U-Boats in taking out merchantmen, troop ships and other vessels with "Made in U.S.A." labeled war needs.

Archival research may well reveal that the R.N. Admiralty's library lacked a volume of adages in which, under the key word FAIR, it read "All is fair in love and war." Well, well. The U.K. did pay a price for its late start with a substantial submarine branch—resulting from foot dragging between the two world conflicts.

But let all that be as it may, any prospective modeler who suffers qualms about submarine warfare can readily turn to underwater research vessels, salvage/construction submersibles and what all there is in the worldwide basket of potential prototypes. On that note, objection "8" is herein dismissed as weak-kneed and invalid.

9. TRIMMING A SUB MODEL SEEMS NEARLY IMPOSSIBLE

"Nearly impossible" is an exaggeration but, yes, it ain't easy either. It takes thought, followed by reasoning, experimentation and ... patience. Bear in mind though that it's nothing like trying to collect income taxes in either Ghana or Italy. Not even close.

Once ready for a first tub or pond test, this basic, edict should rule: keep lead (ballast) LOW; keep foam (or air pockets) for flotation HIGH. From there on, it's a sometimes short, often times slow and tedious process of shifting and, possibly, increasing or decreasing both materials four ways: forward or aft; down or up. All this in a strive to achieve near-neutral buoyancy.

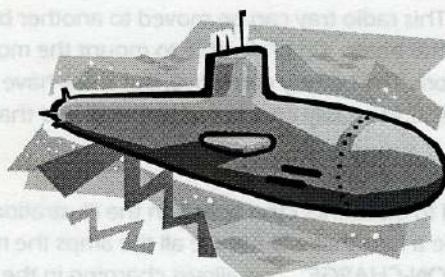
Once the surfaced waterline is organized, neutral buoyancy is evidenced by the sail/conning tower barely showing above the surface while, in a static model, the ballast tank is FULLY flooded. Once that's achieved, an easily maneuverable and willing diver/surfacers will result.

Sure, I've had (and have) problems. And more await me. But compared to building guard rails or stairs for a frigate, it's small beer to me.

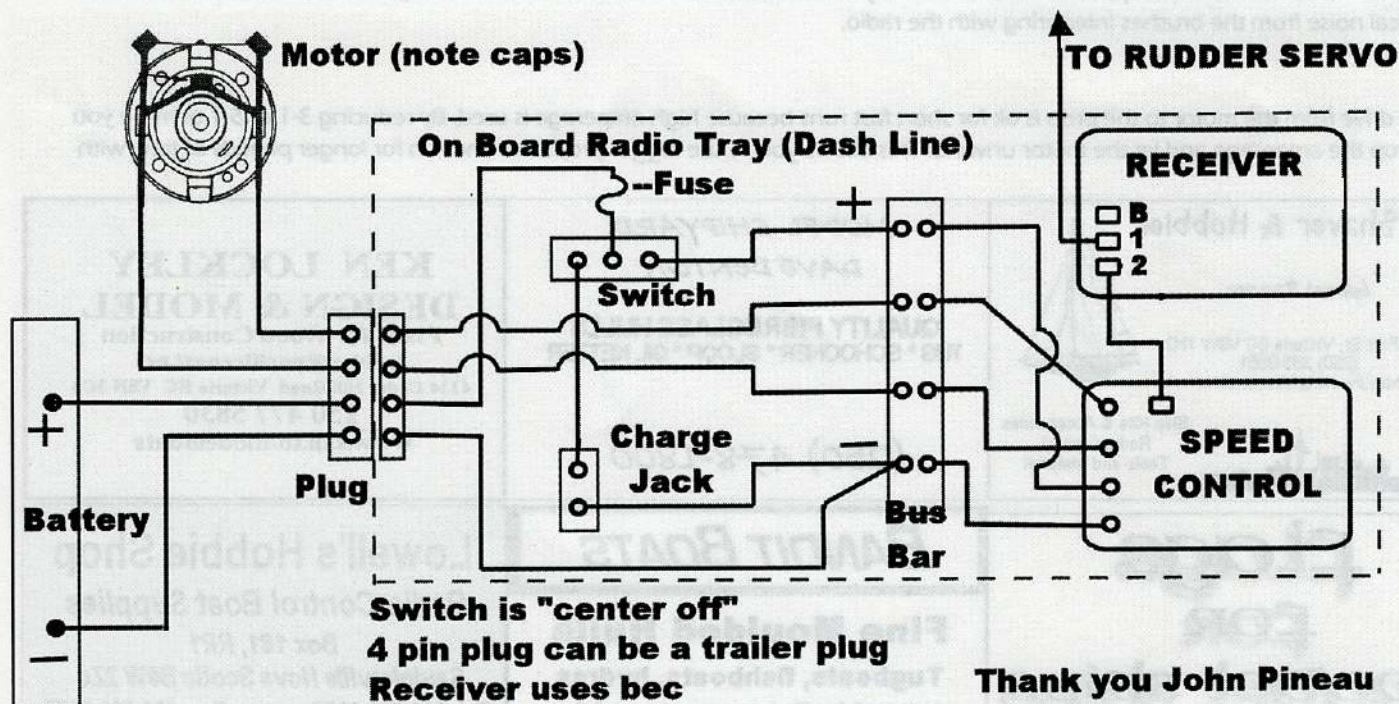
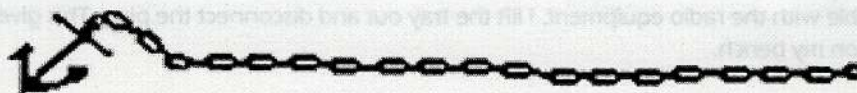
Much as the November till now "Sub Subject" may reflect bias of an aficionado, a conscious effort went into exposing the realities of R/C submarine modeling. If anyone should claim it's like chewing mashed potatoes, don't buy it. If, on the other hand, lame escapes are proffered, don't buy them either. Make up your OWN mind, and do so resolutely. Failing that, stick with the sundry surface craft which, too, draw "oohs" and "aahs" from peers and onlookers alike. But surface models cannot possibly give their builders/ operators the three-dimensional thrill of submerging and surfacing a model sub for the first season or longer. Once the early thrills turn into

complacency, it's time to launch torpedoes or missiles, or add sound makers (R.A.M.?) or, perhaps, go for ever-smaller, ever less costly underwater video cameras with TX-attached receiver.

For March, the "Sub Subject," with research assistance courtesy of Ron Hillsden, will highlight the grief that Australians are experiencing with their new Collins-class diesel-electrics.



REMINDER: out of courtesy to members with bionic hearing, please do not mumble in your beard.



John Pineau's circuit diagram. (Description on the next page.)

Wiring your Model

A simple 2-channel radio circuit on a tray which can be moved between boats.

(Editor's note: John was one of the speakers at our January meeting and this is his handout edited for space)

Use a board or a tray to mount your components. This radio tray can be moved to another boat easily. Thus you need only one radio and one Electronic Speed Control (ESC) to run several boats. It is preferable to mount the motor and rudder servo permanently in each boat as setting them up properly is a lot of work. The battery can move, but it will have its own home in each boat as it does double duty as ballast. However the receiver and ESC are easily connected by plugs and that makes the radio tray concept possible.

Use a plug with the number of wires you will need to disconnect the board. In the illustration, a 4 prong trailer plug is ideal as it will carry whatever current the motor requires. Also use a fuse that will handle all the amps the motor will pull. The circuit is switched with a center off, double pole switch, giving "OFF-ON-CHARGE". This allows charging in the boat - when charge is selected the electricity goes right to the battery is prevented from going into the main circuit.

Also use a bus to improve serviceability. The bus bar connects all the components to the circuits. If you have trouble with a component, all you need to do is to disconnect that one and put a new one in.

The speed control's power in and out to the motor flows through the bus bar.

The receiver power comes from the speed control through its internal "Battery Eliminator Circuit" (BEC). I number all wires to match the receiver wires. If I have trouble with the radio equipment, I lift the tray out and disconnect the plug. This gives me lots of room to work as I can put the tray right on my bench.

Most new motors come with capacitors on them. If not you will need one 47 mf and two 100 mf capacitors to reduce or eliminate electrical noise from the brushes interfering with the radio.

Direct drive from the motor to the prop is ok for short fast runs because high amperage is used. By reducing 3-1 or 5-1 or more you will drop the amperage and let the motor unwind. This allows you to use bigger propellers and run for longer periods of time with

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