January 2005 Volume 27, Issue 1

The Binnacle

http://members.shaw.ca/vmss

Victoria Model Shipbuilding Society
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ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

FEB 3-5 - CanWest Mall Hobby Show
Setup Thurs 9:00, Pickup Sat 4:00
FEB 10 - Regular Meeting * Airbrush Demo
Mar 10- Regular Meeting * Laser cutting

April 30 – May 2 Western Ship Model Conference & Exhibit, Long Beach, Calif.

- **POWER: Sundays 10 – 12**
  Harrison Model Yacht Pond
- **SAILING: 1st & 3rd Sundays** - 1 – 3 PM
  Beaver Lake

From the Bridge

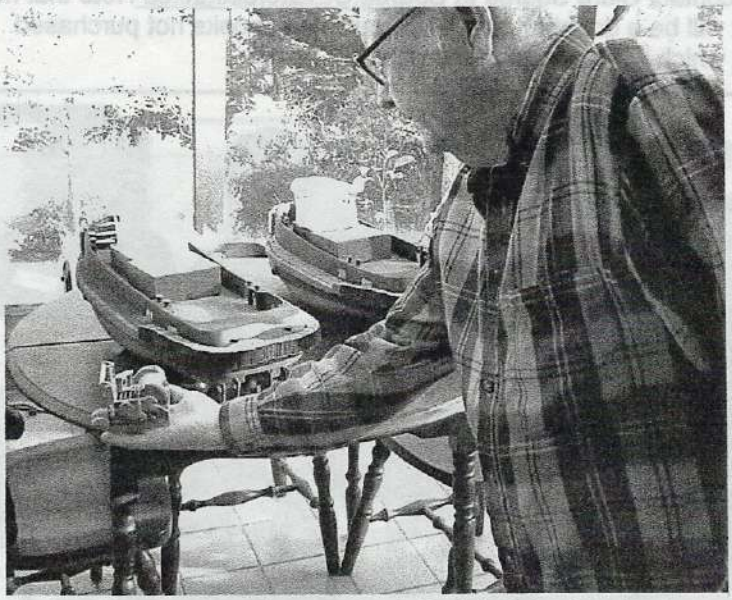
I hope all had a great season and Santa brought you kits, tools and other boat building ideas.

We are now launching 2005 with a new executive and the first order of business is this years program, and allocation of tasks. We continue to search for new ideas and people to continue those successful older ones.

Our first event is the Canwest show—our premier event. We will be looking for members to assist with a shift and to bring their boats.

Wishing you a happy New Year and hope to see you at meetings and on the waters.

Sincerely
Ken Scotten, President



Doug Allen's checking a winch for his latest project - a pair of modern tugs

Ken Lockley receiving the much deserved Esprit de Club award for his contributions over the years.

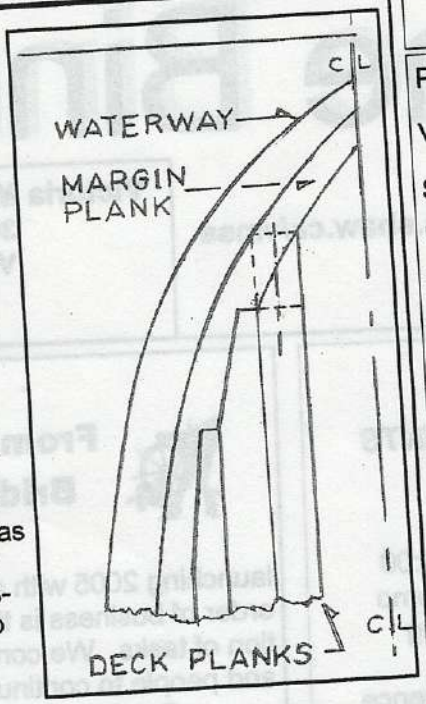
Dues are Due—please bring $35 to the next meeting or mail them to our address above

CANWEST HOBBY SHOW FEBRUARY 3-5

NIBBLING THE DECK

1. Start planking with centreline, waterway, and margin plank laid out on sub deck.
2. Work from centreline out to P&S sides.
3. When outside deck planks require curved cut greater than the width of plank it's time to Nib or joggling plank. (Note drawing)
4. Continue procedure until the outside' curve becomes almost straight.
5. Once planks are set in place with nib ends, use compass as scriber, on the margin plank material and mark the necessary line to indicate where to cut the notches, the margin plank should now fit tight to the nibbled plank ends.
6. Now the outside edge of margin plank can be marked and cut to the outside edge of the gunwale.
7. Attach margin plank in place using adhesive and plugs.

Thanks to Ken L for this tip



2004 Executive

President	Ken Scotten	472-6187
Vice-Pres.	Dave Denton	477-1800
Secretary/Treas	Tom Pound	595-6487
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Assistant Editor	Bill Sturrock	479-0239
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Publicity	Jack Ross	478-3191
Webmaster:	Ron Hillsden	479-5760
City Parks Liaison	Ed Boddaert	746-4459
Binnacle Mailing	Bill Birch	592-6456
Bandit Coordinator	Rick Rainsford	382-0898

CFB Museum Book Sale

The CFB Esquimalt Naval and Military Museum is divesting itself of a number of books, which are duplicates and are not required by other museums. If you are interested please contact Clare Sugrue at Sugrue.CE@forces.gc.ca Note that her e-mail address is case sensitive. The price for each book will be a donation to the Museum. Any books not purchased by 31 January 2005 will be sold off at a local garage sale which will be open to the public.

Christmas Party

CanWest Mall Hobby Show

CanWest Mall show will take place on Thurs to Sat Feb 3 to 5th inclusive. 09:30 to 9:00 PM on Thurs and Fri and 9:30 to 4:00PM on Sat. We will be looking for members to assist with a shift and to bring their boats. This is our premier show. Set up early Thurs morning 9:00 AM and pick up Sat 4:00.
Bill Andrews 479-2761

PREPARING A PURCHASED FIBERGLASS HULL FOR WOOD CONSTRUCTION TOP SIDES:

1. The first item is to design and build a cradle that holds the hull firmly in a level 180° to the waterline position. Make sure that the sides of the cradle don't come up too high and block any work on the gunwales.

2. It's now necessary to make sure that both sides of the hull are parallel with one another. Sight the hull by bending down to the level of the boat at some distance away. Run your eyes along the gunwale. Any high spot should be sanded off with a sanding block and 80-grit sandpaper.

3. Next, sand the entire inside of the hull with 80 grit paper. Particularly along the inside edge of the gunwales and the centre areas where the supports for the radio tray is going to be located. It's very important to have good clean bonding surfaces where the pieces of wood will be epoxied .

4. Use Spruce, fir, and basswood for all inside framing and stringers. Don't use any wood with oily grain, like Yellow Cedar, Cyprus or Teak, etc., as they don't bond to a fibreglass hull.

5. Depending how the rudder is fitted, backing might be needed for fitting rudder hardware. If the ballast has not been inserted yet, I fit a 1" x 5/16" x 7" (approximate) fitted piece of wood backing, running parallel with the rudder post side of the skeg. This of course is inside the hull.

6. In the bow area, backing is required from deck level to just below the waterline. This is useful for anchoring Bowsprit, Chain and associated hardware.

7. Carefully shape a piece of 1/8" ply to the inside of the Transom, from top edge to below the Gunwale level. Epoxy in place, using clamps to secure. Keep all clamps in play until Epoxy has cured.

8. Use ¼" x ¼" stringers inside the gunwale and epoxy in place flush with the inside of the gunwale. Remember for the best bond, coat both surfaces that are to be bonded. It's a must to temporarily use waste material on the outside of the gunwales, so that the clamps don't distort the gel coat of the hull. Beg and borrow as many clamps as you can. I end up using about 20 each side, including cloth pegs.

9. Now refer to Construction Plan for placement of deck beams. I start with a deck beam template for the widest point in the beam of the vessel, creating a deck curve (crown) about 1/8" – 3/16" and carry that contour to bow and stern.

10. For fittings and parts, that might be required, look at the Vintage Group section of the A.M.Y. A Website. Also, the New Zealand Magazine, "Windling World" is ideal to see what others are building.
    WINDLING WORLD
    42 Trinidad Rd
    Forrest Hill, Auckland
    New Zealand

I believe this will help you get started on your fibreglass hull. Use the Construction and Sail Plans for finishing your model. Good luck with the model and all the fun associated with our RC Modelling.

Regards, Ken

Four of the VMSS schooners being built on Lockley designed/ Denton fibreglas hulls. (Jan 5/05)

THE SUB SUBJECT
(Part III of "In Praise of Model Submarines")

As announced in last year's last column, it will now be attempted to alleviate concerns concerning ballast systems and construction/building costs. The Old College Try is coming up.

5. BALLAST SYSTEMS ARE COMPLICATED ENIGMAS

There's a truth to that, but not a hard one. Furthermore, a ballast system is eliminated if (especially for a first model) a dynamic diver is chosen. Bow and stern planes then control submergence--as long as there's linear motion. The control surfaces will also expedite surfacing, but putting the throttle stick in neutral will surface the boat on her 10-15 per cent buoyancy.

In choosing a prototype for a dynamic diver, attention should go out to picking one with a high waterline, i.e. low buoyancy. My torpedo-releasing MOLCH (Bratwurst) is an example. She goes under at no speed, handles like a docile puppy and, so far, has never failed to come up for more. She's fun, and she's simple.

Modelers pursuing the thrill and spectacle of static diving may pick from an array of proven, basic ballast sys tem designs—depending on preference, confidence, skill, cost and other factors. Basically, though, all varieties hold much in common: function for one, and components for another.

In model and prototype alike, the ballast system allows increases and decreases in the sub's buoyancy: increase to submerge; decrease to surface--or to run on the surface. Invariably, this requires a hard or soft container (tank) that can be flooded to dive, and voided to surface. A single servo will handle both functions.
In both Canada and the U. S., the gas ballast system is still most common. Air brush propellant at 150-60 p.s.i. is transferred into an on-board tank. When that tank's valve is servo-opened, it forces water out of the ballast tank, which surfaces the model. When the same ballast tank's top (air) valve is lifted or depressed (via servo) air/gas flows out, water takes its place and the model submerges.

The gas system is relatively simple and easy to construct. Its sole disadvantage is the cost of buying cans of Propel, Testor or equivalents.

Next in popularity are the pump systems. A small pump/ compressor pumps air in one design, or water in another. Either way: they cost more to build and, compared to gas, are fairly slow (15-20 sec.) and often noisy.

Then there is the German Engel system that comprises a cylinder in which a motor-spun threaded rod moves a piston (bulkhead) forward and aft.

Engel's major advantage is its great accuracy in taking on and pushing out water. On the downside: it draws a lot of juice and, upon submergence, raises the atmospheric pressure throughout the dry hull. That pressure, caused by water volume displacing sealed-in air, can run high enough that the lip seals at hull penetrations lose their effectiveness.

And there you are: build a dynamic diver sans ballast system, or go for one of the main options or their hybrids. Their building difficulties are probably on a par with those of smoke generators, winches, moving gun turrets and their ilk. Not that challenging, really.

6. SUB MODELS ARE EXPENSIVE TO BUILD OR BUY

They can be, but need not be. Sure, even a dynamic diver should operate on a 4-channel radio: throttle, rudder, bow planes, stern planes. In a pinch, stern planes can be set by hand before launch, like in Krik' s U-25. But that ain't all that hot a solution. A worse solution: hook both sets of planes to the same servo . . . Well. . . try if you must.

Beyond the 4-channel radio, a model sub should be equipped with the recommended lip seals, and lip-sealed stuffing box. Also, at least one extra servo (" extra" over a simple surface model) goes on the procurements list. A C-note or less should cover the "extras," depending on the chosen TX-RX set.

Turning to the EXPENSIVE, it can be so. Throw in a SubSafe, a depth control, an APC (Automatic Pitch Control), an

electronic noise maker (RAM?), an underwater video camera plus a torpedo launcher and whatever it takes to get to the whole enchilada, and the costs can soar at a dizzying rate to an Everistic height. But half of those luxuries can wait for later--if ever.

Meanwhile, a copious array of kits has come to market in recent years. They vary in quality and detail from dubious to superb, with some offered in Basic-, Basic Package and Deluxe Package form--e. g. SubTech's Albacore. Alternatively, numerous vendors in Canada, the U. K., the U. S. A. , Europe and Asia have either GRP or vacu-formed hulls with externals (i.e. sails and control planes) in their catalologues or on the web. All that, of course, for modelers who look for shortcuts to building from scratch which, in ,the end, is no more challenging for subs than for any other genus of models at large.

Next month the final three ("Sub Subject" Nov. '04) will have sedatives administered to close this four-part series: excessive maintenance requirements, submarines' lowly regard among peaceniks, and the spooky aspect of so called "trimming."

Romanus Unicum

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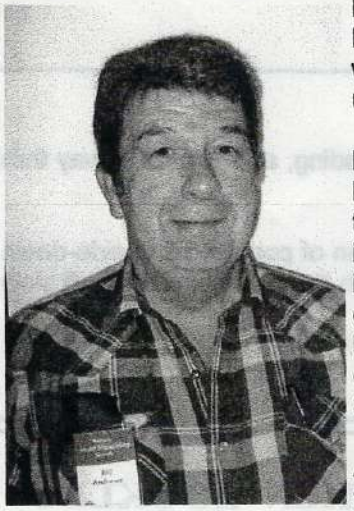
Bill Andrews

I was born and raised in Victoria. I was raised in my early years in James Bay and later moved to Wickheim Road in Colwood. I attended Beacon Hill, South Park, Central, Vic High and Belmont Schools.



I worked for the Parks Board in Long Beach and Squamish. In 1969 I was hired on with BC Hydro and my first job was working at the Jordan River Dam. I later worked in the warehouse as a Storeman and was promoted to Senior Storeman and held that position until I took early retirement in 2002 after thirty-four years.

My wife and I enjoyed RV'ing for many years until we sold our fifth wheel. I've always been and still am an avid fisherman and never pass up an opportunity to go out and catch the big one. I'm very active with the Sooke Fish Hatchery. It involves "milking the salmon, incubating the eggs, feeding the fry when they're hatched and finally, releasing them. I'm involved in the "PT Cruiser" car club. A long time hobby I'm very active in is, match cover collecting. I belong to three clubs and trade with other collectors all over the world. At my last count, I have over 30,000 match covers mounted and displayed in albums. I'm enjoying my new hobby and being an active member of the "Victoria Model Shipbuilding Society".

At present I'm building a tug boat with the very much appreciated and huge help from fellow member Bob Rainsford.

I'm interested in all the activities of the model boat club and appreciate all the help and friendship from other enthusiastic members.

Christmas Party

Model boat hits man in the face

BBC NEWS UK EditionThursday, 2 December, 2004

A man was struck in the face by a model speedboat which flew out of the water and hit him as he sat on a park bench, leaving him with a fractured cheekbone. Peter Nugent, 34, who also needed seven stitches for a cut forehead.

It is thought interference from another radio-controlled machine caused the boat's owner to lose control of it.

Mr Nugent, was with a friend and his friend's two daughters in Birkenhead, Merseyside, when the accident happened. The father-of-one said: "I was just having a relaxing afternoon by the lake with my friend and his two girls, watching the birds and the boats. I'm still in a lot of pain but I'm counting myself lucky that it didn't catch me full on. I could've been blinded or killed

"We were sat on a bench and he said, 'That boat's coming towards us pretty fast'. "I said, 'No, don't be silly'. Then I saw it fly out of the water and it was heading straight for him. "I pulled him out of the way and it hit me on the side of the face.

Mr Nugent's friend, Tony Wallace, said Sunday's incident was a freak accident. 'One-in-a-million'. There was only a couple of boats on the lake and we were the only group of people in that area, and the lake was full to the brim with water.

"People around here have all been laughing about it, because the idea of being hit by a model boat sounds funny.

"But then you tell them about Peter's injuries, or that it could have been one of the kids, and they realise it could have been a tragedy."

Thanks to Mike Claxton for forwarding this

Epoxy tip helps avoid sticking *The Associated Press*

It never fails. You get everything ready. You mix up your epoxy glue and start spreading, and about halfway through your project you are straining to pull the spreader out of the glue.

A few seconds later it's stuck there for good, and your glue job isn't quite finished.

Here's a tip for those who glue: to slow the setup time of epoxy glue, take a cold can of pop, turn it upside-down unopened, and mix the epoxy ingredients in the recessed bottom of the can. Contact with the cold aluminum will slow the chemical setup process.

Make sure that you don't set the pop can down until the epoxy ingredients harden.

Thanks to Bud Read for this one