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The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss.ca



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

HAPPY NEW YEAR BOATERS!

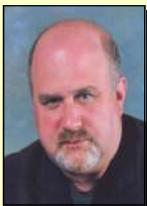




Victoria Model Shipbuilding Society

HAPPY NEW YEAR!

Scott Munford, Secretary



DUES ARE DUE!

RSVP

(Regular Sailors Volunteer Payment)



2011 Executive Committee

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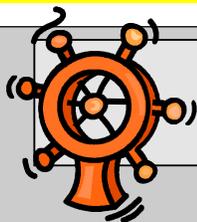
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Ship Kits & Accessories
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The Prez Says...

Prez Says

So after all my bragging in the last months about how fortunate we are to live where we are and be virtually assured of no hard water conditions, both of our normal venues are frozen solid. And the weather doesn't look like it will make that any better in the next week. Oh well, a little crow to eat.

But that gives us time to get those boats fixed up and ready to run trouble free when the ice goes away, and it will.

The break might also be a good time to work on thing for the club to do in the next year, or years. One of the problems with downtime is that the Internet rears its ugly head and YouTube has piles of good videos from around the world of people using their model boats to do things. I came across one that is a few years old (from Britain somewhere) (<http://www.youtube.com/watch?v=DeGXtPXiMs&feature=feedf>) of two guys with their tugboats guiding a large freighter through some very confined spaces. Are they ever good at it. I'll bet on years of practice to accomplish what they were able to do. Smooth, controlled and accurate.

This brings me to my point. I would like to see us do something like that at least a few times a year. Maybe every week for practice but then a few dates each year where we put our skills up against each other to see how good we are getting. So, I would like to see somewhere between 4 and 6 of us get together and figure out what we would do, when we would do it, what equipment we need to have to be able to do repeatable exercises and then start doing this kind of activity. I don't see where this requires taking over Harrison but maybe have one end kind of reserved some days for practice and then a few times a year maybe some real competitions. Maybe even invite our friends from up island and the mainland to join us. Could be real fun. And I'll bet it makes a bunch of us do some modification to our boats to make them handle better and be more precise. I know mine would need some work (maybe needs it now) but there would be a real purpose to it and that always makes it more challenging and fun. In my view anyway.

If you weren't there, or didn't hear about it, our "annual" lighted boat parade was a smashing (poor choice of words) success. With a bunch of good publicity we had



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

February 4,5,6th: Westshore Hobby Show



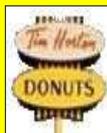
Meetings: Second Thursday 7:30-9:30
4050 Carey Road
Next is: January 13th, 2011



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 January 2, 2011



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

as many as 100 spectators stop by to view 15 or more well lit up boats as we stirred up Harrison Pond for an hour. Another terrific turnout of boats, another night of very good weather, and another outstanding draw of spectators. Well done by everyone who participated and helped out.

Next up is our trek to West Shore Mall for our big display. Make sure you sign up at the meeting or let Bill Andrews know you are available. If you need a ride to get out there, make sure you let us know and we can arrange transportation for you. Don't let the lack of a ride hold you back. See you on the water (the soft variety I hope) soon.
-Barry

-Barry





THE SUB SUBJECT

D. TRIMMING AND TUNING THE MODEL

NO MATTER IF THE NEW MODEL IS a dynamic or static diver, and how nice a paint job she carries, the newly-built boat is unlikely to be fully operational. Meanwhile, though, it's assumed that a bathtub or garden pond proved that (a) she rides on her intended waterline, (b) she rides vertically and, (c) doesn't leak. That's good. No Baldwin locomotive should carry the light at the end of the somewhat (?) frustrating building tunnel. In any even, all lead ballast and blue or red foam pieces should still be easy to remove, and remain uncoated. Well and good.

If (a) to (c) have been met, the static diver is ready for "sea" trials, *i.e.* HMYP or equivalent runs. It is totally possible that all is "A" okay, and she is ready for commissioning. (It has happened). Just as likely: she won't dive. Perhaps she can't run fast enough and needs more power by way of a bigger motor, a different reduction gear ratio (if there is a reduction gear) or the bow planes may have to be enlarged beyond scale—if built to specific scale. Do not tamper with her nice multi-bladed screw.

Next: her turning circle may not be tight enough. Simple: lengthen the rudder. Scale or not, it's below the surface, what?

Those are about the only remedies available for a dynamic. Still, it can take time, numerous trials and experiments to get increased speed and larger plane and/or rudder sizes in pleasant harmony. That done, fix lead ballasts firmly to the inside of the hull with silicone. Give the foam blocks a coating or two with thinned epoxy and Bob should be your uncle.

If, after a run, the pressure hull looks as if there is a leak, do not despair. It is most all likely evidence of condensation, caused by the differing temperatures between the inside of the pressure hull and the water. Still, barring regular maintenance, it will affect wiring and electronics

Bow planes and rudder may have to be enlarged

Trimming a static diver is somewhat tougher. But, if done methodically and patiently, it ain't too tough.

In a tub or pond the model floated as prescribed: level in all four directions, bow to stern and port to starboard. That no doubt, took some shifting of both ballast and foam, with lead confined to space below the waterline, and foam awash and higher in the hull's (thinner) upper half, but not all of it. Going in, the battery flat or upright and close to the ballast tank can be both surrounded and covered with foam. Also, depending on the motor, some may be placed alongside the driveshaft. Sizes/volumes at that point could be guesswork. Ready to trim?

Top of the hull removed, flood the ballast tank. The model should go down, but not sink to the bottom. And it would

be right nice if it sank/submerged bow first by $\pm 3-4^\circ$. Blow the tank, bow should come up first at the same angle.

That done, time's come to do all the same manoeuvres, but with the top half of the hull on. Make sure that there are ample limber holes [<http://www.uboaat.net/forums/read.php?20,78592,78605>] along the full l.o.a. with the larger ones near the point of balance/rotation. The sail, meanwhile, may be solid (if light enough) or free-flooding. It shouldn't matter much—

not as long as the prototype is a nuke or a guppy. But if it is more significant, it too will have to have limbers at deck level.

On first tub or garden pond dive, off behaviour may be observed. The model goes down rocking. Bow or stern first, catch her breath, and do the reverse. It may also swing the sail left and right. That's time for reciting the principles:

- Too heavy: reduce lead and perhaps increase foam
- Too light: add lead (Low, low down)

(Continued on page 5)



(Continued from page 4)

- Too wobbly: shift foam away from the centre line

The size and location of foam blocks very much holds the answer to the model's smooth performance. But getting it RIGHT can be a problem.

Yes, bull headed persistence will pay off, but a short-cut is available. Put elastic bands around the assembled hull, and insert foam where it is deemed to be needed. The foam's size may need increasing or decreasing, it may need to be shifted forward and backward but

Keep lead ballast below the waterline

don't overlook: up (higher) or down (lower) as well. Then if that has paid off, and sight of internal space requirements such as the free movement of linkages has not been lost, time has arrived to get out the diluted epoxy and the silicone tube. If done for a first time, model builders are often amazed at how little it takes (in weight and buoyancy) to get from "goo enough" to "all right". At this stage, it's time for HMYP or some other shallow body of H₂O. Dive: the model speeds up. Turn and it leans into the curve. It's thrilling.

Note: the increase in dived speed has three causes: (1) Submerged, the model needs not lift water, (2) surface tension is gone and, (3) denser water makes the screw more efficient. So there.

Coat foam blocks with thinned epoxy

These four October to January columns may have served Len's goal. A modeller has built a working submarine model. That, then should whet the appetite to move onward and upward (in a downward) way. Take another look at the reading material mentioned last October. Do a model with sounds and L.E.D.'s. Launch missiles. Launch/release torpedoes. Put a miniature camera on deck. So much can be done, but so much can go wrong. Therefore, build a safety buoy or capsule, and go deep (6-8') but stay clear of the weeds. Don't pay any mind to pessi-

mists who love to classify sub modellers into two categories: those who have lost a boat, and those who will. That's, let's say balderdash. Proper care of the sub in (at least) annual refits should go a long way toward guaranteed possession. Prudence, of course, is the order of the day. But do not let that detract from confidence. Enjoy the model. That was the reason for building and nursing it.

For February's column, there are options. Subject to concluding month's of reading and telecom research, one or more monthly Sub Subjects may cover the CIA's Project Azorian. (The Agency's cover name for an elaborate scheme to recover a sunken Soviet submarine, funded by the U.S. Navy—in cahoots with Howard Hughes.) We shall see. Otherwise, the September topic (intended attack on the Panama Canal) will be revisited.

Romanus Unicum

(Inspired by Len Gibbs)



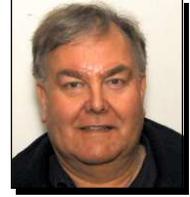
Z



Old Wood and Rusty Iron

by Mike Creasy

[This column will return next month. Meanwhile get those dues in, matey!]



Awards Committee Notice

The Executive is looking to honour the builder's and innovators of our club members. An Awards Committee has been formed with myself, Rob Ross & Bill Andrews to review the current awards offered and possible new ones to be created.

Now comes the part where you help. We would like to hear from our members regarding what you would like for awards to be handed out for. Some thoughts are 'Best New Build' for power & sail or 'Best Engineering' etc. You get the picture. Please feel free to

email or come up to us at a meeting and give us your thoughts. All suggestions are welcome, except 'Most Likely to Catch Fire'. Dave Denton would win that every year.

Scott Munford

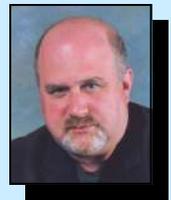


Photo by Scott Munford

The Submarine Saga



Hey guys ...I was at the pond today, Romain, Norm, my son Andy to launch my sub we were the only ones , It was sooooo cold that the brass monkey rule was invoked, and we went for coffee. The sub did not leak (good) With the increased rudder it steered well (good). With the order to dive it did a pirouette (bad) but all things were lashed down and nothing came amiss. During the post mortem it was felt that the small amount of ballast on the inside should be moved outside. Personally with my experience with my destroyer and sailboats a fin keel is called for, but I will humour Romain and do as he suggests, he's the man.

The next thing on the go is I am building a stern wheeler, I am photographing every step in the process. All

the pictures will be put in a book with the appropriate captioning with it; I plan on making a lot of money on this and I think I can hear James Delgado on the phone right now wanting me to do a weekly show on this. I can hear a lot of you saying " don't hold your hand over your ass waiting for the phone to ring". At any rate if I can help someone to build a better boat, that is what matters, knowledge is nothing unless it is passed on.

Dave Denton



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" (important!)**
3. Model ships and related topics only, please. **Limit of 3 (three) entries** per person.
4. **Deadline November 15th, 2011.**
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 2011. **Questions:** email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!



Shelbourne Shipyard

With the Light Parade quickly approaching, I readied my usual ship. Since it acted up at the Denton Cup, I tested things first. After trying several batteries, it still would not go. I swapped out the receiver and still nothing. Must be my speed controller because what are the odds of both motors failing at the same time right? After reprogramming my controller twice, still nothing. No problem, got on the Internet and ordered a new one. It arrived four days before the parade. Installed it and to my surprise, nothing. I physically cut the wires to a motor and removed it. Attaching it directly to a 6v battery didn't get it to spin. Only using a 12v battery did it even move, but only for a second. Motors were toast. They were just cheap 380's. I think I paid \$5 for them. I had planned to upgrade eventually so I ordered some Graupner 400's. I use these in just about everything I sail, save the Hunter. As luck would have it, they arrived the Monday after the parade. Next year I'll be ready for it.

Work on the Hunter is going at a feverous pace. With the Hobby Show quickly approaching, I need something to play with in the pond. I have no delusions of it being completed by then but hopefully far enough along to resemble a tug, at least my fire monitors working so I can spray people. Why should Dave Denton have all the fun?

Scott Munford
Yard Master



DUES 'R DUE!

RSVP

(Regular Sailors Volunteer Payment)



CHRISTMAS SOCIAL 2010



VMSS CLUB TROPHYS



DAVE PRESENTS GIFT TO DONNA ENSOR



TABLE DISPLAY



MIKE READS RAFFLE TICKET



