



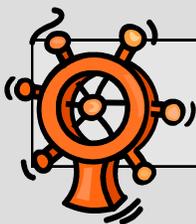
# THE BINNACLE

Victoria Model Boats  
Victoria, BC



## Canada's 150th Birthday Bash





**From  
The Bridge**

At the July 6th executive meeting we discussed the Canada's Birthday Bash and considered it to be a hit, so we further thought that a repeat later in the summer would be a good idea. We are tentatively calling it "Summer Fest" and thinking that August 20th would work. Mark Giles is on board for organization of the boating contests again.

The Saanich Fair is coming up on September 2nd, 3rd and 4th. They are tightening up even further this year on conditions for the free passes – who specifically is attending to work at the pond and exactly when. There will be sign-up sheets available at the Thursday, July 13/17 meeting. Please sign-up to help out for a shift or two.

A reminder that for the summer, meetings are at the Harrison Pond at the regular time.

Mike Claxton has sent an email about the Western Vancouver Island Industrial Heritage Society. They are having their annual Antique Truck and Equipment Show on September 2nd and 3rd and have invited our club and other model boat clubs to attend and operate our boats. Unfortunately it is coincides with two of the Saanich Fair days. Maybe we can handle both. We can take an interest poll at Thursday's meeting.

For those who may be wondering, "Project Theodore", the small tug project has been put on hold indefinitely.

Contributions to the memorial bench for Romain can be given to Mike Creasy. Please note "Romain's Bench" on your cheques.

See you at the pond!

Jim Cox



**2017 Executive Committee**

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<i>Vice-Pres: Pascal Smyth</i>	<b>508-1016</b>
<i>Secretary: Bev Andrews</i>	<b>479-2761</b>
<i>Treasurer: Mike Creasy</i>	<b>888-4860</b>
<i>Director @ Large: Terry Gerard</i>	<b>384-0604</b>
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<i>Binnacle Editor: Scott Munford</i>	<b>382-1673</b>
<i>Quartermaster: Terry Gerard</i>	<b>384-0604</b>
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<i>Parks Liaison: Mike Claxton</i>	<b>479-6367</b>
<i>Sailing Director: Peter Stevens</i>	<b>656-8999</b>
<i>Membership: Bev Andrews</i>	<b>479-2761</b>

*All above (250) area code*



**ON THE RADAR**

INFORMATION ON UPCOMING EVENTS

**Summer Fest: August 20th**  
**Saanich Fair: September 2nd-4th**



**Meetings: Second Thursday 7:30-9:30**  
**St. Peter's Anglican Church, Lakehill**  
**3939 St. Peter's Rd.**  
**Upcoming Meetings: August 10th,**  
**September 14th, October 12th**



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



**SAILING: 1st and 3rd Sundays**  
**Beaver Lake**



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



**Victoria Model Shipbuilding Society**  
**General Membership Meeting - June 8th, 2017**





## Canada's Birthday Bash

Well this was a fun regatta, and that is what it was set up for. I hope you all had fun.

I would like to thank all that helped. And most of all Dan Rowsell for set up and testing course. David Nelson for stepping up and doing the paperwork. Bill and Bev for the refreshments. Mike Creasy for the use of stopwatch and the stuff he brought. And all of you that participated in the courses and the help you gave.

This regatta was put together quickly and for fun. And it seemed that most had fun. I enjoyed watching the mayhem and run away. The whole day was a joy. The course was simple but time consuming enough to make it interesting. As I learned a few things about set up and how tug run, from my buddy Dan. May think of doing another one on the same vane as fun not prototypical. An I do not know how to run one nor want to put that much into it. I like simple and fun.

As for the winners

Pascal Smyth	5.20.19
Mike Woodley (non-member)	7.20.90
David Nelson	7.30.90
Ryan Heal	8.37.65
Ron Hillsden	8.57.45
Ron Turner (non-member)	9.43.20
Ron Armstrong	10.13.83
Bruce White	10.53.93
Michael Mantel	11.08.28
Frank Lohner	12.57.73

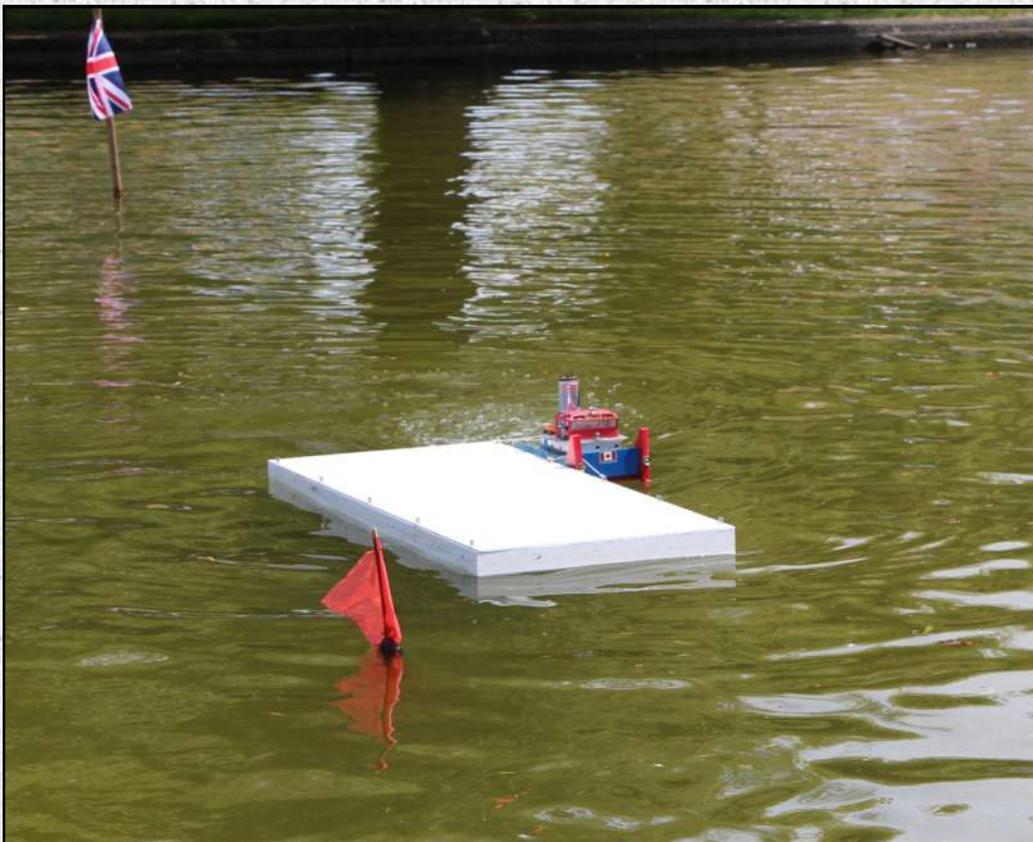
Thanks again

Mark G.



The Binnacle Staff would like to give Mark Giles a big Bravo Zulu for a job well done in planning, organizing and running the Birthday Bash Regatta.











## Building the Fairmile "C" Part 3

by Ken Lockley

### Painting:

Paint is a make or break for most modelers and everyone would like to improve their results. There is no question, a good to superb paint job is critical for any well constructed model ship. Model Boat Shows really show the effectiveness of a good paint job.

Last month we finished up with a total of 8 coats of "Minwax Polyurethane" on our hull. Now remove propellers and rudders and lightly sand the hull with 100 grit sandpaper.

The following 10 steps in painting have served me well over the years and hopefully you the reader can benefit.

- (1) Secure the hull up side down on a painting table that's clear of objects that would impede your ability to spray effectively.
- (2) Any deep imperfections need to be filled with a plastic wood type filler and sanded smooth.
- (3) Apply four coats by brush of Tremclad Water based Primer, available at Canadian Tire. I found the small size sufficient for my 40 inch model.
- (4) Using a sanding block, 1 1/2 " x 4" and 120 grit sand paper, sand the hull carefully, any filling needed I mark for attention with a Sharpi pen, and filled later and sand again. Now another 3 coats of primer and let thoroughly dry.
- (5) Sand smooth using your sanding block and 220 grit paper.
- (6) Inspect your hull for any last chance spot filling. At this point, I use an automotive type spot filler and sand the spots smooth.
- (7) It's now critical that your hull and work area are clean. Vacuum the hull and wipe with Mineral Spirits (paint thinner), finish up with a Tack Rag, carefully wiping over the entire hull.
- (8) I use Krylon Spray cans purchased at Canadian Tire and the hull colour that I used is Pewter Gray, and Black Satin for the bottom paint.
- (9) Spray the entire outside of the hull with several coats of the "Pewter Gray"
- (10) Carefully mask off the gray topsides, making it possible to spray your bottom black. Care is needed to get both sides the same and level at the transom and bow areas. After one hour, remove the masking tape so that you get a clean break between colours.

### Special Note:

Shake your Spray cans for 2 min. before initially using them. Believe me it pays off.



## Decks

The deck material of choice for me is Sign Makers Foam Board available at Industrial Plastics or waste pieces from a Sign Shop. This is the second boat that I have used this material and find fitting it an easy task and generally I am pleased with the results.

The picture shows some of the deck detail and the modified herring bone deck planking scribed into the surface of the foam board.



## Life Lines

I was a little apprehensive about constructing the life lines as it is a new one to me. First you need Stanchion bases, which I built from Brass tubing and Strips by soldering 1/2 " pieces of tube to the brass bases. Each brass base is 1/4" x 3/8" of flat brass. I fitted rigid steel rod in to the tubes and epoxy the stanchions in correct locations along the length of the toe rail. This can be a bit tedious but it works.

Next I used Dacron fishing line, a non stretchable variety and a series of clove hitch knots for the two levels of life line. Once the knots were in place and looking as they should, I applied several coats of "Gorilla" Super glue ( Blue Top). When the glue was dry I brush painted a grey water based acrylic paint in light gray. The life lines are not perfect but for a first go I am not unhappy with the results. The paint makes all the difference and they blend with the hull very well.

## REVISION:

IMPROVED RUDDER CONTROL The following picture shows the new setup and it's working great.

If you look at last months picture of the rudder set up, you will now see the small but effective change for full rudder movement. This has proved to be what I will use in the future.

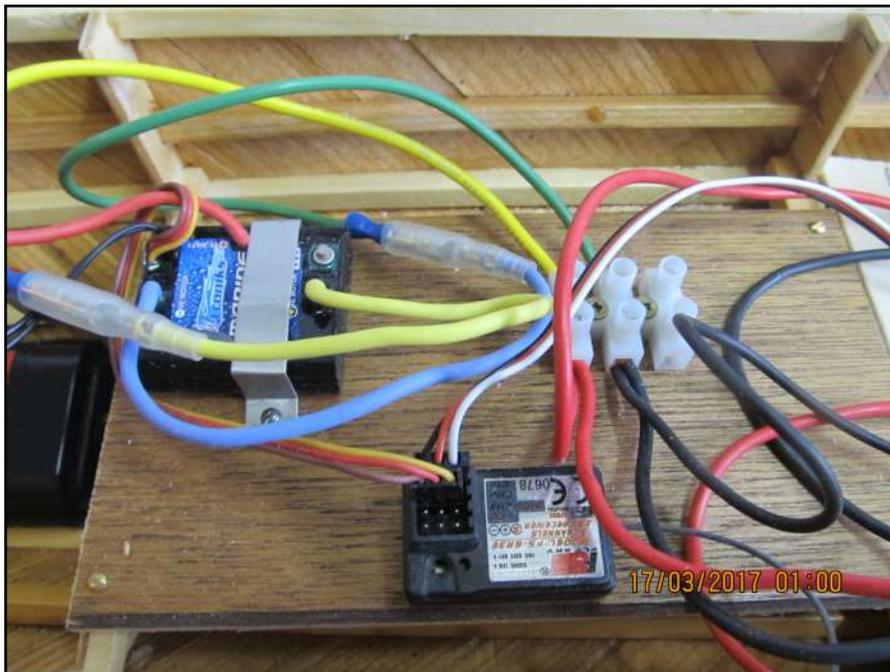
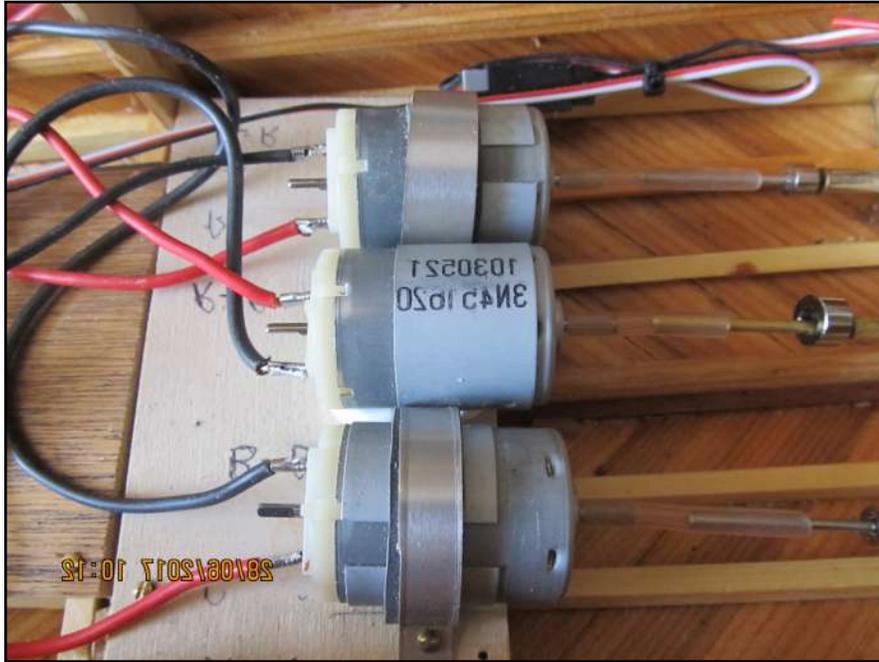
I had some suggestions from fellow modelers and I am grateful for their help.





### MOTOR INSTALLATION:

Previously I mentioned about the center propeller being a dummy . After some serous attempts with just the 2 motors, I decided that 3 working shafts and propellers provided the extra power that seemed to be needed. I managed to fit another Motor into the hull, lining up with the center shaft. Picture shows the results.



NEXT MONTH ; We'll describe and show pictures of all the many deck fittings and wheel house etc .



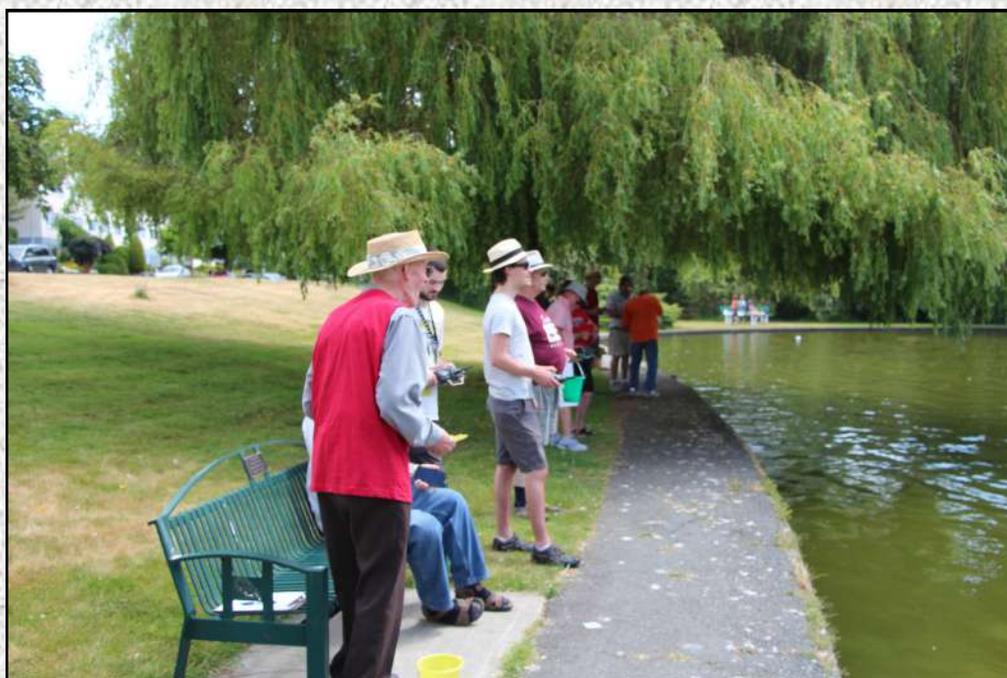
# Denton Cup

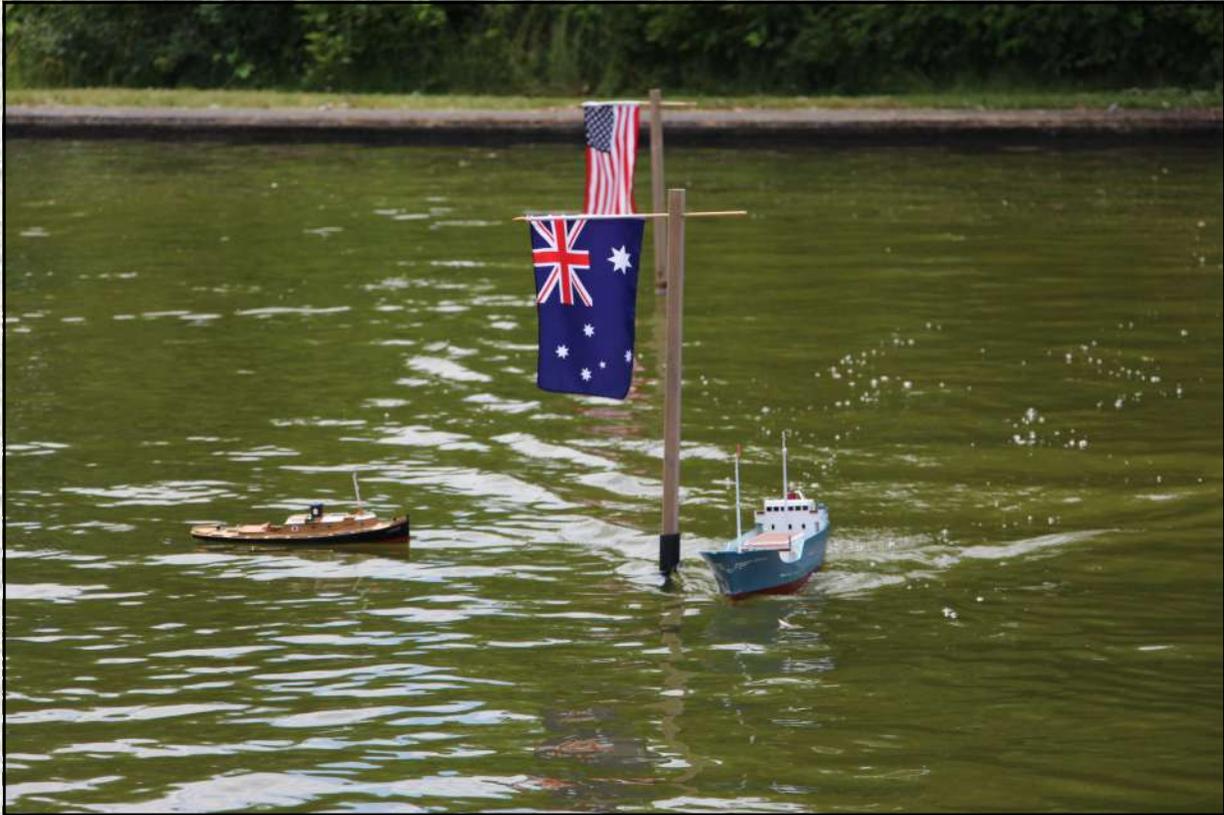
On Sunday June 25th after the Birthday Bash, we held the running of the Denton Cup. In past years it was a one race event but for the past two, we tinkered a bit with a best 2 out of 3 event. The results were less than desired so we decided to go back to one race, winner take all.

The results are listed below as well as a few action shots. I would like to thank those people who stepped up to be Harbour Masters, Susan Nelson, Arnold McCutcheon, Nic Nicholas and 4-champion Bill Andrews.

Name	Score
David Nelson	67
Bruce White	31
Pascal Smyth	29
Ryan Heal	25
Barry Fox	10

Congratulations to this years winner, David Nelson.







## 150<sup>th</sup> BIRTHDAY BASH, Harrison Pond, Sunday June 25

by

Ron Armstrong

Well, as anyone who attended the February 2016 remembers, this event was not what I originally proposed.....a Sailpast of Models of Canadian Ships, followed by those of other nations, all to honour our country's Sesquicentennial.

However, this was a day that will remain unique in club annals. First came the work of Bill Andrews and his crew. From one flagpole flying a big national flag, a line of little Maple Leaf flags stretched across to the big (oak?) tree that overlooks the western slope of the Pond. From that same pole another line bore little Union Jacks to an easterly anchor point. Just to make sure any citizens happening by didn't get the message and our pride, the shelter tent flew three national flags at three corners. Never has the Pond had so much colour fluttering in the morning breeze (the afternoon had no breeze!).

But the day belonged to Mark Giles who feverishly (as the heat rose) set up three delightful steering courses. In a radical breach from steering course tradition, members could *not* run their own models in competition. Instead, contestants had to run Springer tugs of Mark's selection. Mark's firm belief was that this provided a level playing field of competition, which it did course by course. However in practice the three tugs displayed behaviours that challenged the identical sister ship notion!

The first course was an apparently simple run around flags and a lighthouse. This Springer---which no doubt generated a host of nicknames by stunned and frazzled operators---I called "The Trickster" because of her peculiar deckhouse arrangement all set aft. A rational skipper would assume that this reflected her weight placement. Not so, as all of us punched off the holding bay to beat the clock. She submarined! Anything more than medium power drove her bow under, with water washing up the deck---and of course lifting the rudder to add to the "joys" of control. Having watched the travail of other skippers I set off smartly but carefully. Then I became unstuck. In my fatigue (up late and working early on my "Maquinna") I confused Bill's comment about the different radio systems between #1 and #2. Thinking I was operating both channels on one stick I crashed into a buoy and desperately tried reversing---with the rudder stick! Finally a perfect run into the dock went 'agley" (as a Scot would say). Hit one finger, pulled a circle, then crashed in until an exasperated timer Dave Nelson put me out of my misery. Word to the wise---get lots of sleep and coffee, which had to be obtained offsite beforehand because the Galley Crew logically thought the day was going to be too hot for such. And they were so right!

Steering course #2 was a much more sedate affair. The Springer was lashed alongside a large rectangular block of blue styrofoam playing a barge, with both sterns flush. I remonstrated with Mark that the late member Nelson Combe, a veteran of coastal towing, always insisted on having the tug's stern sticking out way beyond the barge for control( both "Debra Dawn" and "Tanya Dawn" worked well this way). Mark was having none of it in his usual forthwright way. I watched in awe as this arrangement indeed worked well, though



one direction worked slightly easier than the other. I eased “the barge” widely around a simple course of three markers and a low floating ball(?). This effort compensated for my disaster with #1.

#3 was a classic in the “Giles Two-Part Dictum”.....**if it isn’t required, don’t do it!** And if it **isn’t prohibited do it!!**

We had to push, by the third Springer, a 4 ft(?) boxy freighter with neither power nor steering from between two flags on one side of the Pond to between flags on the other side.....once. So one’s start side depended entirely on the preceding movement, and the “crossings” weren’t exactly equal. From south to north one started in the huge shade of maple trees (also good for a cool down!) and pushed toward the bright sunny north shore with the berth in clear view. In reverse one pushed out of sunshine into darkest shade, not seeing the freighter’s berth until almost on top of it. Nonetheless this was my course. My only problem was the freighter trapping my Springer against the wall. The standard “bounce off” didn’t work as well because of big white lump holding the tug in a tiny triangle of water, and not wanting to slide the freighter’s stern into the Pond end (See needless fear # 2 above). My movement was slick after freeing myself from the wall, hitting the freighter mid-ships, and giving full power. Mark’s daughter Ashley was the timer and told me I was done when I thought I had to shove a bit more. 2 minutes 03 seconds! My euphoria lasted until the following Sunday when Bruce (?) told me calmly he’d done it in 1 minute something! Drat!

Bill and Bev dropped hot dogs because of this blistering heat, instead offering delicious half sandwiches and wraps, plus fresh fruit. Then Bill and Bev presented a special 150 Birthday marble cake for the Event. Julie Hillsden did the cutting and it was beyond delicious. Of course two coolers of canned pop were fully stocked for the parched skippers and assistants.

After lunch there was a fast paced Denton’s Cup, which drew an estimated dozen skippers playing “Monopoly on the Water”. Harrison’s waters roiled with wakes following models trying to beat “Lady Luck”!

As for my own fleet the less said the better. Except I don’t think Bob and Margo will so readily offer me a ride next time (my faithful van broke her timing belt the day before!!).

All told it was a perfect day of fun. Much credit for that goes to Mark and his timers David (sitting hatless in the sun!), Bill (I think) and his keen daughter Ashley. Several members said we should run more such steering challenges in the future.

Big thanks to Bill and Bev for the set-up and keeping us fed, quenched, and celebrating with a dietetically incorrect but sumptuous birthday cake.

As always, those that stepped up to be Harbour masters deserve thanks, especially since there was only one heat. That meant there was no turn about for their run....if they wanted it.





## Shelbourne Shipyard

After reviewing the state of current projects, I have decided to push back the work on the Arizona for less time consuming ones. My first target is the USS Florida or the "Boomer" as it's affectionately known by.

Everyone knows the history of this sub as it was built and operated for many years by Romain. Yes, it does launch missiles but he also designed an apparatus for it to fire torpedoes as well.



One thing I discovered last year while trying to trim it at the pond is that under minimal power, it steers like a 2x4 or more accurately, a 2x6. The thought occurred to me about a bow or side thruster. But on a Submarine isn't that blasphemy? Reading through many sub forums, I discovered that I was not the first to think of this. Many other submariners have similar steering issues. The consensus seemed to be that under full power, the thruster could not overcome the forward motion to make any difference but at low power or even stationary, they performed admirably. So is it more important to go where I want to steer or fire a torpedo once or twice a year? Easy choice. Torpedo launcher has to go.



So choice made. What kind should I get? After comparing several ones, I decided to get the biggest one I could, the Raboesch 30mm. Had the biggest diameter tube and the only one that came with propellers not paddles.



I decided rather than try to use the existing torpedo doors, I'd create holes just behind them. I picked up a hole cutter bit rather than try to manual carve out the holes. Being on a curved surface was a little challenging but I knew I was only to get one shot at this.



Used Marine Goop and a clamp to hold everything in place until it set.





Once secure, I used my dremel to remove the excess plastic and tried to match the boat's contour as much as possible without marking it up too bad.

While trying to figure how I was going to keep my motor dry, I discovered I don't. Turns out you can run brushed motors under water, as long as everything else is waterproof. It is recommended that you add oil to the motor after every run and it probably won't last as long as it should but for 3-4 times a year I'll run her, I can live with that. That saves me a lot of engineering.

This new addition negates all the hours I spent at the pond trimming the sub. I have to start from scratch again. By the time I'll be done the wiring it will be August.



Besides the dirty, smelly pond where else would I find some clean water in a pond big enough to hold the sub? What clean water ponds are there in the early Fall to use?

Why of course!! The Saanich Fair.

Guess that's where I'll be.



Scott Munford  
Yard Master



*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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