



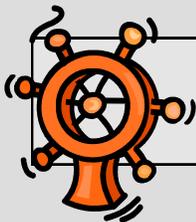
# THE BINNACLE

Victoria Model Boats  
Victoria, BC



## Terror at Harrison Pond!!!





**From  
The Bridge**

Summer weather has arrived and hopefully brings with it some extra hours to be set aside for model boating. A time to clean up those painting projects that cannot be done inside the house or workshop or just those few minutes more per evening to put the finish on your latest builds.

Barry Fox and Peter Stevens returned from the World IOM races in California. Barry's IOM website has comments from both there along with photos of the sailing events. It sounds like it was a week well spent and certainly showed them what competitive sailing can be like. This weekend they and other club members are over on Saltspring Island participating in the Canadian IOM Nationals. 30 or so boats are participating in the weekend of racing.

A few of us took a run up to the Maple Bay Marina on the long weekend – they put up the pond in the parking lot above the dock area and we were able to run boats or introduce a few from the real boat family to the hobby. We shared the facilities both days with a few members from the Nanaimo Club. It would have been nice to have seen a few more there especially on the Sunday as I was the only club member who made the run up.

At our last executive meeting we did discuss the events that we participate in over the summer months and will be looking for your input at the upcoming meetings. The weeds have now taken over at Beaver Lake and interrupted any summer sailing there. The Saanich Strawberry Festival is not far away and the weeds may make it impractical to demonstrate both our sailing fleet and our power boats. There are a number of props at the bottom of the lake there amongst the weeds.

The Saanich Fair staff have dismantled and removed the pond frame that was out there. They have retained the liner but the wooden framework has now gone. We haven't heard yet if there will be a replacement for this year's fair.



**ON THE RADAR**

INFORMATION ON UPCOMING EVENTS

**June 14th: Swampy Buggy Challenge & Denton Cup**

**July 12th: Strawberry Festival**



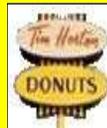
**Meetings: Second Thursday 7:30-9:30**  
**St. Peter's Anglican Church, Lakehill**  
**3939 St. Peter's Rd.**  
**Upcoming Meetings: June 11th,**  
**July 9th, August 13th**



**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**

Coming up is the air boat challenge – the number of entrants is lower than hoped and perhaps we should consider running this more than once. I know at least one participant will be away, another with some health issues and possibly a couple requiring more time to complete their boats. Let's see how the first one goes.

Show and Tell – every meeting we see something different – either a new build or some specific technique that can be useful to all – don't be afraid to bring your project along and show the rest of us what you are building. Have a look at the Seattle Club's bulletins – they too have some interesting projects showing up at their meetings.

Tidy up your boats, check the batteries and let's just go boating!

**Mike**





## Victoria Model Shipbuilding Society

General Meeting May 14, 2015

Call to order: 7:40 pm

1. New member/guests:
  - Warren
2. Health & Welfare:
  - Welcome back Romain
3. Club finances by Mike Creasy:
  - No significant changes
  - Insurance paid
4. Presentation by Jim Briante
  - Hot wire foam cutting
5. Upcoming Events (Mike Claxton):
  - Swamp Buggy Challenge, June 14 @10:00 am

Harrison Pond followed by the Denton Cup 2

  - Saanich Strawberry Festival – July 12
6. Boats for sale (Jim Cox)
7. Show & Tell:
  - Ron Armstrong- How he made Davits for his boat
  - Jim Cox- Home made prop & stand for his sailboat



## 2015 Executive Committee

<b>President:</b> Mike Claxton	<b>479-2258</b>
<b>Vice-Pres:</b> James Cox	<b>382-3266</b>
<b>Secretary:</b> Jim Briante	<b>590-5708</b>
<b>Treasurer:</b> Mike Creasy	<b>888-4860</b>
<b>Director @ Large:</b> Pascal Smyth	<b>508-1016</b>
<b>Show Coordinator:</b> B.Andrews	<b>479-2761</b>
<b>Binnacle Editor:</b> Scott Munford	<b>382-1673</b>
<b>Quartermaster:</b> Bob Rainsford	<b>383-2256</b>
<b>CRD Liaison:</b> Adrian Harrison	<b>592-4232</b>
<b>Parks Liaison:</b> Mike Claxton	<b>479-6367</b>
<b>Sailing Director:</b> Peter Stevens	<b>656-8999</b>
<b>Publicity:</b> Ron Armstrong	<b>385-9552</b>
<b>Memberships :</b> Barry Fox	<b>294-0350</b>

*All above (250) area code*



*Your Executive meets the last Thursday of every 2nd month!*

*The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.*

Mailing address:  
**106-4480 West Saanich Road**  
**Box 55**  
**Victoria, BC V8Z 3E9**

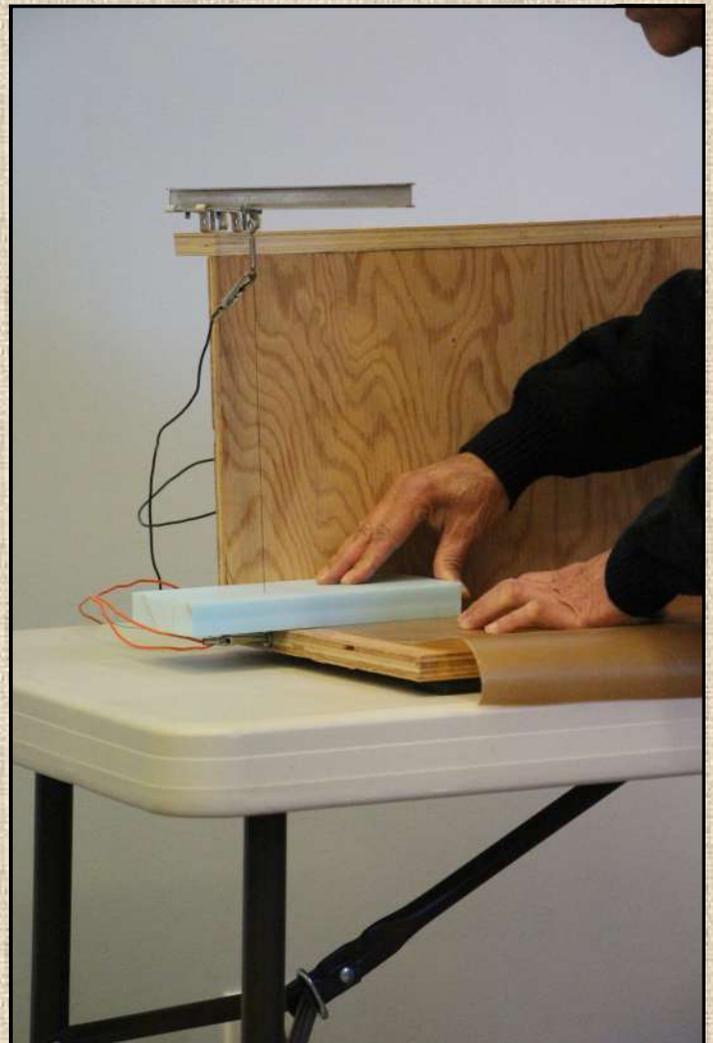
**Contributions to the Binnacle are welcomed.**

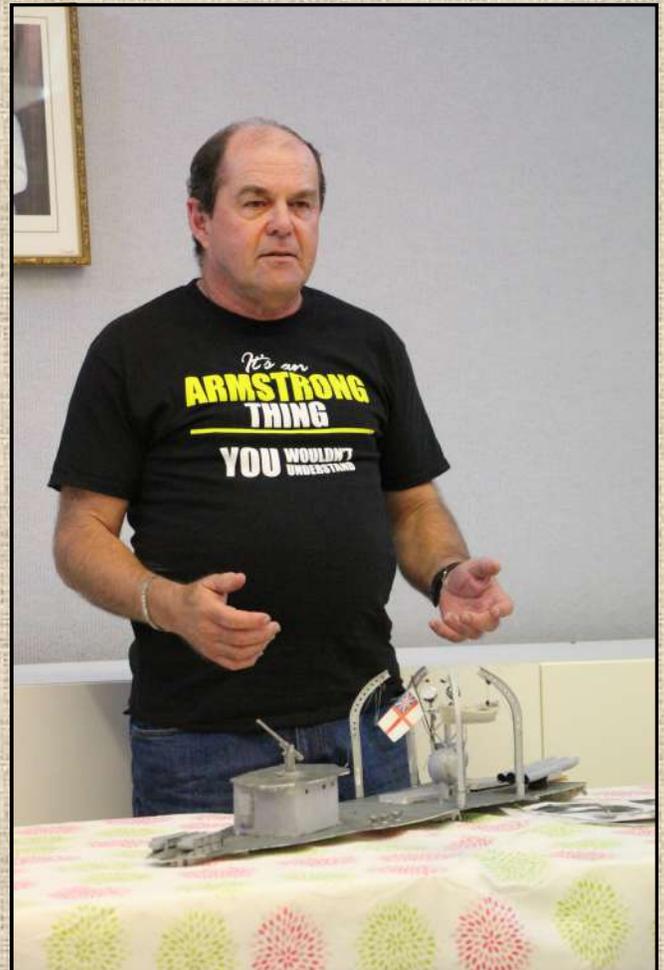
**Deadline for submissions: Sunday before the monthly meeting.**

**Editor: [newsletter@vmss.ca](mailto:newsletter@vmss.ca)**



## Meeting Moments







My fellow members missed nothing two Sundays ago, except Columbia's worst performance ever. Her motors worked as I promised but a peculiar hydrodynamic doomed her. The added forward flap on the rudder would catch the starboard thrust stream on the slightest turn to port and jam the rudder crosswise. Reversing allowed the rudder to instantly straighten out but this was hardly the way to make progress!

Nonetheless I gamely tried a scale speed run. Keeping her straight was impossible and she constantly sheared to starboard, at one point hitting a protruding pipe in the Pond wall. The result? As Mike drolly said "You'd be hopeless at sub hunting!" 7 knots scale speed. At least that was the maximum speed of many of the convoys out of Halifax! Later she quit altogether. I think the constant reversing and strain on the rudder servo drained her 7.2, 2400-milliamp battery. She drifted out of reach of the telescoping pole, just barely clearing the wharves. I decided on self-rescue and went to my van to get my tug. No battery!

So Doug Dyer attempted to push her in with his beautiful "Lady Rose" but one shiny bow against a smooth tin hull was difficult. By now I noticed Columbia was sitting lower by the stern than ever before. In fact her depth charges were nearly awash. Fortunately I had brought my chest waders but I didn't relish lifting 6 feet of destroyer off the bottom. I mean she weighs 25 pounds in the air so fully sunk she would be a real strain on my back. Not to mention the embarrassment in front of a record turnout of members and lots of public spectators.

Thankfully Kevin came to my rescue with a casting line that snagged a davit and brought her to the wall, where I promptly shoved my dolly under her and lifted her out. Not a minute too soon! I lifted off the aft deck to find her completely flooded, with water immersing her motors, battery, speed control and partly her rudder servo and receiver. After ten full turkey baster's worth hardly made a difference, a regular spectator suggested turning her on her side. I was reluctant to be so brutal but it was obvious "pumping" was taking forever. So we did. Sure enough there was "collateral damage"---- the foremast was broken free from its' footing and the port mid-ship bulwark came adrift. She's a sad sight.

What caused the massive insurge, you ask (if you're not asleep)? Sometime last week when carrying her to my shop my hands pressed too hard on the port side and two plates separated, the crack just reaching the waterline. Yesterday morning I sanded down the inside surface and applied JB Bond. I'm sure the Bond dried and hardened before I floated her. But I think I missed some of the crack and....voila.

My schedule has no room for refit but it has to be. Isn't model boating fun?

**Ron**





## Sailing in the Briny Deep

You would maybe think that being located on an island surrounded by salt water that most of us out here would be well practiced at preparing to sail our boats in salt water. A lot of us have worked on that for the past few years and see a lot less salt water related problems. With a new season about to start and some of the races being held in salt water I thought I would dig out my old document and update it a bit.

There are two main times you need to do something to prevent damage to your boat from occurring. The first of those is pre-sail preparation.

The biggest items to concern your self with are the electronics and all of their connectors. One of the first barriers is to prevent water even getting to the electronics. Waterproof your hull as much as possible to prevent the water from even getting in and then make sure you have a drain hole (and plug) that allows you to drain the hull quickly after every race. Depending on entry levels, the races could take place one right after the other and you won't have time to peel off tape and deck hatches and siphon out water.

Use of something like liquid electrical tape or Plasti-Kote applied to the lower half of your servos and winches will seal them against any water that might get in. Those little rubber deals on the servo, where the wires come out, aren't a very good seal. They should be liberally covered in these kinds of substances so that you are assured that the servos can't take on any water, salt or otherwise.

On your servos, if you remove the servo control arm and apply a small bead of grease, such as Vaseline, around the serrated servo shaft and then push the control arm back on you will have created a good seal around that moving part.

If your receiver is attached to some inside surface of the hull and exposed to whatever elements might exist in there then you need to consider a few alternatives. A popular method is to put the receiver inside a balloon and then seal the end(s) of the balloon to prevent water from coming in. The only issue is that if condensation occurs from the air trapped inside the balloon then it is being held in there so you maybe making your own little problem environment but that is easier to deal with than having the receiver awash in water.

The batteries are in the same situation. They are often mounted low in the hull and will easily get wet if any water enters the hull.

Others have some form of sealed compartment for receivers and batteries.

But no matter how you isolate these components you still need to do some preventative things. The normal method (well it was the normal thing I was shown to do) is to liberally spray all connectors, the receiver itself, batteries, switches, anything electrical with something like Corrosion-X or BoeShield which are corrosion prevention products. Once the product dries it leaves a kind of waxy film on all the surfaces and repels the water. I spray my receiver until it is almost floating in the stuff then shake out any excess, then spray all my servo connectors until they are dripping, plug all the connectors into the receiver and then let it dry. That way everything is connected and coated in its connected state.

Another approach is to take your receiver case apart and fill the case with dielectric grease until it oozes out when you reassemble the case. Then plug the connectors into it and make sure all the little openings where the wires go into the connector are completely encapsulated in the grease so that everything is a sealed unit. With this method you should not have to revisit the receiver very often as long as you haven't had to change a servo.



The whole approach is to coat and cover everything to prevent the salt (or any other water) from getting at the connections in the first place so being as thorough as you can is worth the effort.

Then go around with the same stuff and spray all your turning blocks or at least oil them with a fresh coat of oil or light grease. Spray or coat all of your carbon fibre bits and pieces as well because they are susceptible to corrosion from salt as well. Don't forget things like boom pivots as well.

Anything that is not naturally corrosion resistant should be coated as well. I see quite a few boats with steel clevis ends for adjusting shroud tension and those are pretty prone to rusting even in regular water.

And then at the end of the day comes the rest of the effort. At least get the hatches open as soon as the day is done and let the hull air out, Forcing air through the hull is a good idea. I have a 3" or so squirrel cage fan that I hook up when I get home and just let it blow air through the hull for a few hours.

A hair dryer can be used for this as well but you want one that will just blow air as the heat from even the low setting on most of them could overheat stuff on your boat (like the hull, the epoxy holding things to your hull) and cause more trouble than it solves. If you find a cheap one with the right size nozzle to fit in one of your deck openings, you could take it apart and disconnect the heating element. They move lots of air so they would air the boat out quite effectively.

But here is the chance to really get to know your boat and give it that maintenance check you have always wanted to do. Strip everything out of the hull and clean everything. Thoroughly wash down the hull, fins, rigs . . . everything. I use some kind of spray cleaner to cut through the salt film and give the whole thing a good wipe down and then just flood it with fresh water inside and out (you took out the electronics, right!!!). I also spray down the rigs with the same cleaner and wipe them as well as I can and then flood them with fresh water as well. If you have rinsed it all well then you can let it air dry before re-assembling.

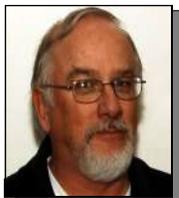
While you are looking at everything, look at every connector in the boat. If any of the contacts are showing any form of color change then you are at the beginning of corrosion and should disassemble the connectors and get them cleaned. Sometime just brushing them cleans them. Sometimes a squirt of corrosion preventer will clean them up. Sometimes you need to use the old baking soda trick to break the corrosion loose. If the positive pin is already blue then you better do all of this stuff soon or you will be sitting on the shore watching everyone else race while your boat sits there twitching.

Obviously rinsing the electronics with fresh water might not be too good of an idea but get out your corrosion spray and give all that stuff a fresh spray and it will drive out any water that might have found its way in. A little spray of this same stuff on all the moving parts or raw steel parts and you are about done. Once it is all done put it all back together and you will have overcome the dreaded saltwater problems and had a real good look at your entire boat and maybe even found some things to fix that you hadn't noticed.

This sounds like a lot of work when it is written out but it is really less than an hour of effort and your boat is ready to sail again. At multi day events this routine is not an unusual thing to do at the end of every day.

This is not meant to be a definitive description as I'm sure there are other routines that some of our more experienced skippers use but doing at least this work will help you keep your boat sailing not only for a single event but for the entire season.

- Barry





## Shelbourne Shipyard

Just a small update today. My 6.5ft tug (*now named Pegasus*) finally saw water for the first time. Had it down the pond to check for leaks and see if my estimated ballast amount would work.

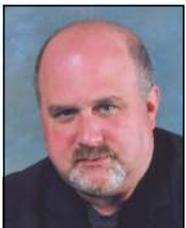
The only small leak came in from around the stuffing tube, which I thought my happen, but nothing that can't be fixed with Marine Goop. My plan for ballast is to use dumbbells and free weights. A trip to Sports Traders netted me some 20lbs (consisting of four 5lb weights) and a 15lb dumbbell. With all this plus two 10lb weights from Jim Cox and 2 12-volt batteries it was still a little light. I figure about 20 lbs more should do it. I want to use dumbbells or free weights because then I can easily remove them for transportation. I don't want to try and manhandle an 80lb boat around.

Work on the superstructure is coming along quite well. Most of the lower cabin part is done and now working on the pilot house.

Next hurdle is to install most of the running gear and make it move. Hopefully that will happen this week.



Scott Munford  
Yard Master



### Disclaimer

In no event shall the this newsletter be responsible or liable, directly or indirectly, for any damage or loss caused or alleged to be caused by or in connection with the use of or reliance on any such content, goods, or services available on or through any such site or resource.



How would you like to win \$200 cash & a free membership?

Every member who brings an item for **"Show & Tell"** will get an entry into the draw. Bring an item every meeting and you can have 12 entries in it. At the end of the year, one lucky name will be drawn.

So dust of your projects, tips & ideas and bring them along.

## 2015 Scheduled Events

June 13 <sup>th</sup>	Northwest Club Opening Regatta – Bellevue
June 14 <sup>th</sup>	VMSS Swamp Buggy Challenge & Denton Cup
July 12 <sup>th</sup>	Strawberry Festival
July 25 <sup>th</sup>	BC Aviation Museum Open House
August 9 <sup>th</sup>	Denton Cup
August 16 <sup>th</sup>	Burnaby Regatta – Central Park
September 5-7 <sup>th</sup>	Saanich Fair
November 12 <sup>th</sup>	Annual General Meeting
December 10 <sup>th</sup>	Christmas Dinner & Awards



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