



October 2006 Volume 28, Issue 10

The Binnacle

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Vancouver Island Radio Control Boaters

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From the Bridge

Jack Ross passed away on Oct 4th. How do I write this article? No one can underestimate the depth of inspiration that he gave unselfishly to any one trying to build scale model ships. His raucous tales of sailing his own sailboat. The shared times we spent at coffee and sailing at Langford Lake. Jack jumping to his feet and telling some one that

they should be put in prison for impersonating a model builder, just for the devilment, knowing what the ensuing conversation would go like. He came into my life about the time that my dad was leaving me, maybe that's why I felt so close to him. I felt very privileged to have known such a man. But time marches on for all of us, and maybe I can be as much inspiration to someone else as Jack was to me. The next time you hoist a pint say a little thank you to Jack Ross a gentle man of the highest order.

And now on to lighter stuff. Last month we had donated to us a collection of Model Ship Builder magazines. The collection is fairly complete up to # 50. How many times have you found some good plans in a mag and not been able to find the following issue? I think that we should catalog this collection in ring binders, so that we have this for reference any time we need help or just inspiration. The missing copies are # 0, 13, 46, 49, and anything after 51. I am sure that we could fill this collection from the hidden piles of stuff in our basements. Along the same topic look at all the other marine modeling mags that are taking up space in our library. All they need is for one night to be gone through, separated, correlated, duplicates thrown out, and we could have some top notch reading material.

I hope to have a hull and deck out of the mould for the Bantok, tentatively named S.E. I.O.M. Clumsy name but we can do something with that at a later date. That's all folks, See you on the water.

Dave

Victoria Model Shipbuilding Society

Regular Meeting – 14 September, 2006

The President welcomed members, and told the story of "the thumb".

The Saanich Fall Fair was a good show, but more people are needed to run the event.

The sailing program will feature training sessions with more following of the rules. This will improve the quality of sailing, and allow for regattas with other clubs.

There will be four organized events at Harrison Model Yacht Pond.

An executive slate is needed for 2007.

Following the break there was discussion of

- The cost savings in delivering *The Binnacle* on line
- The need for articles for *The Binnacle*
- Uniforms for competition events
- Addition of club sailboats

Respectfully submitted,

T. Pound
Secretary-Treasurer

2006 Executive Committee

President Dave Denton	478-1800
Vice-Pres. David Taylor	652-6480
Secretary/Treas Tom Pound	595-6487
Show Coordinator Bill Andrews	479-2761
CRD Liaison Ken Lockley	477-5830
City Parks Liaison Mike Woodley	598-8379
Editors Ron Hillsden	479-5760
Bill Sturrock	479-0239
Quartermaster Bob Rainsford	383-2256
Entertainment Mike Claxton	479-2258
Mike Creasy	658-1731
Librarian John Gough	479-1843
Publicity Jack Ross	478-3191
Director at Large Ken Scotten	472-6187
Director at Large Derek Woollard	658-1150



MEETINGS: Second Thursday 7:15—9:15
313 Brunswick Place **Next is November 9**



POWER: Sundays 10 – 12
Harrison Model Yacht Pond



SAILING: 3rd Sunday 1 – 3 PM
Beaver Lake **Next is Oct 15 and Nov 5**



LANGFORD LAKE NAVY Wednesdays 9:30
Langford Lake

Next Year's Event Calendar

Your Executive will be meeting to plan the schedule for shows and club events that will be supported for 2007. If you didn't like something from this year, want something new for next year or enjoy some events specifically and would like them retained, please contact an Exec member so they may be considered at this meeting. We need your comments and input.

VMSS MODEL BOAT PHOTOGRAPHY CONTEST

We need your photos for the new calendar! That's why we are running this contest! Last chance, get your photos to Bill Sturrock as soon as possible if you want your photo to be famous!

See previous Binnacles for the rules
Etc

And have fun!

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

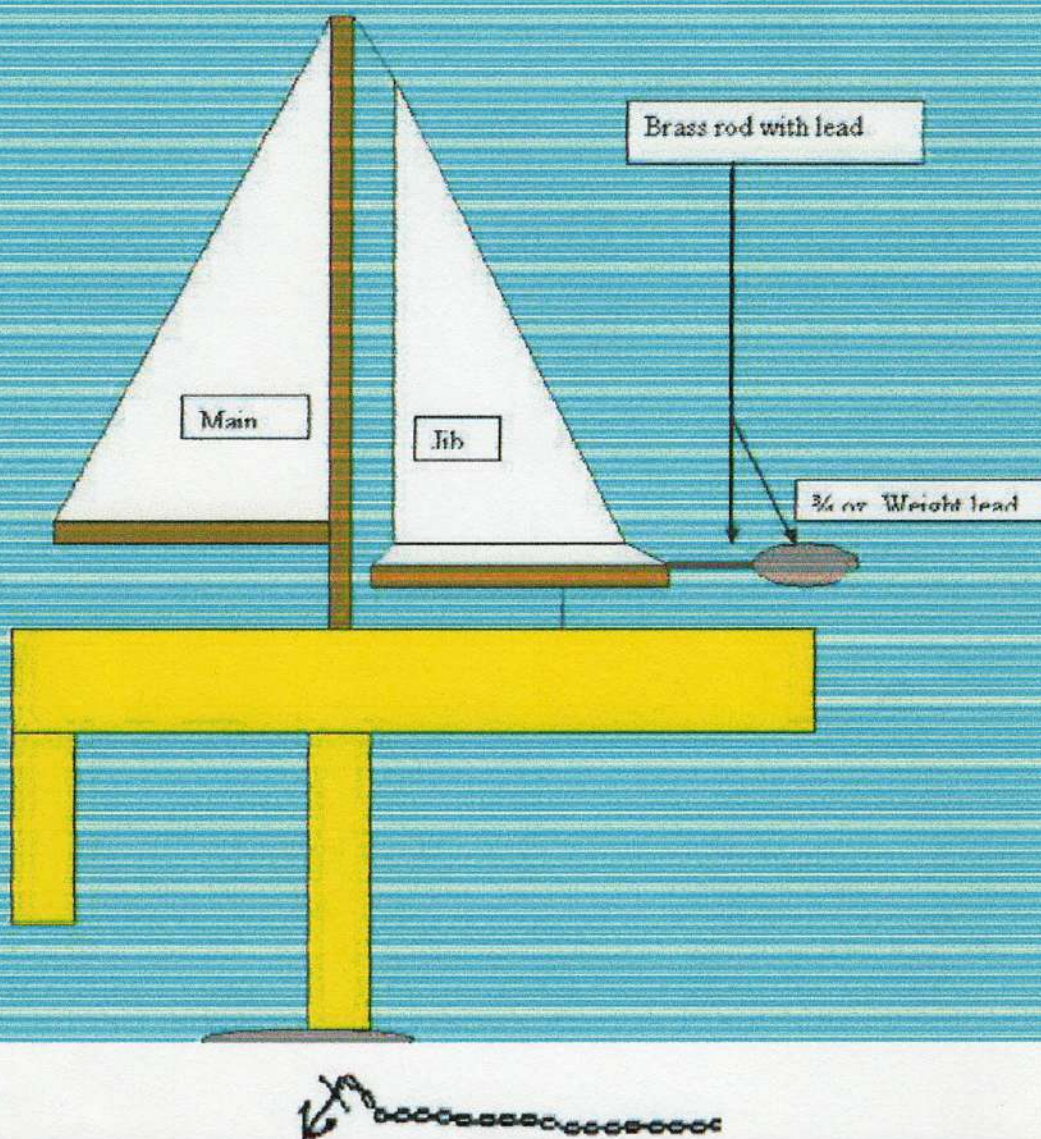
Nov 9 - Swap Meet, Annual General Meeting,
Election of Officers, and Videos about sailing

Dec 14 - Christmas Social

Sail Smart Ken Lockley

The following idea has been embraced by Rob, Dave, Scott and Barry, I'm just a little slow getting there. Now that winter sailing is here and the lake is ours, I'm looking at ways to improve the performance of my "Kadet". Several simple ideas seem possible. New sails are in the works and recently I have added a jib boom weight to the forward end of boom. I found a definite advantage in light winds.

It takes less than one hour of your time to rig up the boom using a $\frac{3}{4}$ oz. Barrel-fishing weight. Take a piece of brass rod about 3 inches long and epoxy the rod into the pass through in the center of the weight. I extended the weight about 1-1/4" ahead of the boom and whipped the rod to the boom. A very easy fix for low wind sailing. See you at the lake. K.L.

**Jack Ross**

We are saddened to tell you that Jack passed on at home on Wednesday Oct 4. His presence will be missed as he was always willing to help and his keen sense of humor was ready and quick. We notified our on-line members by e-mail of the Celebration of Life to be held in Jack's Honour at UVIC on October 11. I know we all wish to extend our sympathies to Jane and family.

THE SUB SUBJECT

WITH LAST MONTH'S WATERPROOF PRESSURE HULL CONSTRUCTIONS out of the way, the bar can now be raised an inch or three.

Since pressure hulls hold the heart and soul of model subs, it follows that their resident guts and brains are there to make things function out in the wet--outside of the pressure hull's confines. To that end, PENETRATIONS are required. The functions require either ACTIVE or PASSIVE penetrations. Listed alphabetically, it looks like this:

Reason	Static	Active
Antenna	X	
Battery Jacks	X	
Battery Leads	X	
Control Linkages		X
Driveline/Stuffing Box		X
Features, Accessories, Misc	X	X
On-Off Switches	X	

In the language to follow, it will be attempted to make it clear that the static v. active classifications are not carved in long-lasting, durable material. There are ways to shift some and eliminate or combine others. Here goes.

Antenna

Many an astute sub modeler of impeccably sound mind runs the RX's antenna through one of the pressure hull's bulkheads to give it a longer, single-wire course. Since Day One (Sept. '94) I've simply coiled/looped the antenna inside the pressure hull, with the last couple of inches as erect as possible. (Picked that up from the late Fred Schwartzberger.) Never lost signal yet. So why run it out in the wet, and do all that waterproofing? Keep it dry for starters to begin with.

Battery Jacks & Leads

Either one or both can be evaded, but at a price. If the pressure hull is large (long) enough, batteries will fit indoors. But why bother? At least gel cells are quite happy out in the wet, and ease their exhaust gases into the water in a most innocuous manner. That same gas built up inside a pressure hull, set off by an electrical spark can make for a muffled but jim-dandy cracks and shrapnel causing explosions.

Placed in the free flood area, that potential hazard becomes a goner, but its Juice still has to feed RX and motor. That dual need can be reduced to a single (still two wires) need by using a B.E.V.R. ("Beaver") that that cuts 6 or 12 volt battery current

down to a more digestible 4.8V.

Meanwhile, electrical conduits, i.e. static pressure hull penetrations, are among the easiest to waterproof in foolproof manner. Go this way: Select a number of suitably sized brass screws. Drill slightly undersized holes in the bulkhead or lid. Give the screw an about half-turn start. Epoxy the threads. Drive the screw through the bulkhead. Cut head and shaft to about 3/8" length at both sides of the pressure hull. Dremel a groove or collar in the protrusions. Solder the outside and inside ends of the wire to the screw. Clean off acid or rosin residue. Coat both weldings with liquid rubber or epoxy. Voila. Bob will be your uncle for the model's lifetime... if done well.

Hatches

If an internal layout requiring an access hatch cannot be reconfigured by use of, say, a magnetic switch, the best "lids" and "threads" are to be found at the cosmetics counters--such as Clinique's. Their obviously acrylic jars have necks with a 1.3/16" I.D. can be cut off with a hacksaw, and reglued to a pressure hull's carbohydrate with Weld On #16, two-part epoxy or CA. An extra Neoprene gasket inside the screw-on cap won't hurt but could be superfluous. By the way: don't bother "borrowing" caps and necks from soft drink or household product containers. They're too light, too imprecise, and lack durability.

Linkages

Now we're down to "water pressure proofing" the totally unavoidable active penetrations--those that connect servos and motors to whatever it is they're supposed to activate.

For servos installed either horizontally or vertically, there is NOT a more reliable option than the so-called "lip" seal, set in brass bushing. These Neoprene "O" rings are concave shaped toward the outside... i.e. toward the "wet." With this design, the pressure on the shaft they seal increases, but do so without impeding that shaft's easy rotation. The brass bushings have a 1/4" O.D. where they go through the pressure hull's bulkhead or lid, and widen out to 1/2" where they hold the lip seal in an internally machined groove. Available from SubTech in both New Jersey and the U.K., they cost something like C\$12 or C\$13 for a pack of six or eight. Forget about small (1/8" or 3/16" I.D.) "a" seals or bellows: use SubTech's BHSs and their similarly designed stuffing boxes (SBs).

As an extra safeguard, space permitting, install the servos for vertical and not horizontal motion. Installed vertically, the output shaft rotates (1/3-1/4 turn) inside the lip seal, while a sliding, horizontal motion of up to an inch plus can produce a gradual pumping action--more wiping, more wear on the seal...

Now: about stuffing boxes. They can be avoided. At least one Asian kit has the motor-shaft spinning a magnet inside the pressure hull, and that magnetic vortex is picked up by another disk (need not be magnet) that rotates the screw on its end. The magnetic force will act like a fluid coupling. Weeds and other debris will not very likely cause a fuse to blow, or a circuit breaker to take a short coffee

break. Give it a go.

In conclusion: pay particular attention to the basic construction of the basic pressure hull—be it an integrated or WTC design. Make sure that any penetration is absolutely **UNAVOIDABLE**; then apply sound, tried and true sealing methods to the small handful of remainders. (Fewer than a look at many a model submarine would make a prospective builder think

Next month: the third installment of "The Sub Subject" index--covering January 2004-November 2006. Then, for December, the "T.S.S." column will end with a chat about servos in model submarines.

Romanus Unicum

Harrison Pond Update—Mike Woodley



Alex James, stopping traffic as he crossed, the sixth of 6 times that summer Sunday in August, 2005, to complete his boating morning at the pond. (Taking his life in his hands every time he crossed.)



Sunday, October 1, 2006 - Alex James using the brand new: "General Loading Zone" safely, without having to cross the two lanes of 50 km. Dallas Road



Jack Lenfesty said to me one day, "Mike, when you are talking to the city tell them to put in lines painted perpendicular to the curb, will ya', so 4 cars can park there instead of 3."

So, I did and
so, the city did.

These are the four "**JACK LENFESTY LINES**" installed in September, 2006



Loading Zone established Sept., 06, as a result of VMSS request, May, 06.

Disabled Parking Zone established at the nearest end to the pond, winter - 05-06, as a result of VMSS request in November, 2005.

Already used by various VMSS boaters, including Doug and Rosemary Allen for the VMSS Harrison Yacht Pond 50th birthday regatta

This cruiser ain't a boat anchor

Bill and Bev Andrews are to be congratulated for winning a couple of First Place Prizes in their PT Cruiser this summer:

1. They won First Place trophy for the best modified PT Cruiser at the Mopar show at Beaver Lake August 27, and
2. Another First Place prize for Best Pin Striping (Flames) at the PT Cruiser Show in Ocean Shores Wa Sept 16&17

I guess Bill is qualified to help paint our waterlines! A PT Cruiser is a car, if you didn't know. I saw a red one on Quadra St the other day. It had little red lights in the exhaust pipe, but I couldn't catch it to see if it was Bill or Bev.....

Newest Member

Please welcome our newest member, Alex Vos. Alex is a junior member and has the support of his dad, Peter, in joining our club. Alex currently drives a wake boarding boat, and is interested in submarines, battleships and tugs. So if you see Alex at the pond, he probably doesn't need encouragement, but will appreciate it anyway!



2007 Club Calendar

We plan to produce another calendar this year. You can help by pre-ordering (they are cheaper by the dozen!) to reduce production costs and by offering your favorite photos to Bill Sturrock. Bill will do the production art this year. Give your orders to Dave Denton. The price will be finalized soon, but we think it will still be \$15. And your photo will go in the photo contest!

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