



The Binnacle

Victoria Model Shipbuilding Society
4996 Georgia Park Terrace
Victoria, B.C., V8Y 2B9

Next Meeting JAN 13 - 7:15 PM
313 Brunswick Place
Lower floor

The Executive would like to wish
Members and their families and friends a
MERRY CHRISTMAS
and a
HAPPY HEALTHY
GREAT MODELLING
NEW YEAR



BRING - BUY - TRADE
EVERY MEETING.

ALSO, BRING YOUR
CURRENT MODELLING
PROJECTS OR
PROBLEMS TO
MEETINGS
FOR
SHOW & TELL

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS



JAN 13 – Regular Meeting
– Laser cutting demonstration for modelling

FEB 4-5-6 – Canwest Mall Show

FEB 10 – Regular Meeting featuring
AIR BRUSH PAINTING

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



FROM THE ASSISTANT EDITOR

I took on the "Binnacle" in 2000, following Ron Hillsdens term. Last year Ron came back and we shared the publishing of the newsletter for 2004. I have enjoyed this job, as it is a great way of getting to know the membership.

This next year, Bill Sturrock will join Ron and I will take a break. This rotation keeps the publishing fresh, with new ideas and yet a thread of continuity.

I would like to thank Romain for the 'Sub Subject' each month and all who contributed words and photos over the last few years.

Remember, readers, submissions are always welcome as well as buy and sell items. Thanks Ron for your support and to Bill for stepping in. Ken Lockley

Victoria Model Shipbuilding Society

Annual General Meeting – 11 November, 2004

The President welcomed guest journalist Paul Jacobs, who is preparing an article about the VMSS, and new Members Bob Martin and Barb Nemez.

Following a review of upcoming events, the President asked Roman Klaasen to conduct the election of the VMSS Executive Committee for 2005.

Ken Scotten has agreed to serve as President for one more year. Dave Denton is welcomed as Vice-President; Tom Pound will be Secretary, but with the additional responsibilities of Treasurer.

Ron Hillsden and Bill Sturrock will edit *The Binnacle*. Bob Rainsford will continue as Quartermaster. John Gough, assisted by two Members chosen monthly by lot, will arrange the entertainment portion of regular meetings. Directors-at-Large are Bill Andrews and Mike Woodley.

The President thanked outgoing Directors for their service to the Society. The new Executive Committee assumes responsibility beginning 1 January, 2005.

Following the business portion of the meeting came the annual Swap 'n' Shop. Respectfully submitted, T. Pound Secretary

2004 Executive

President	Ken Scotten	472-6187
Vice-Pres.	Jack Plummer	592-2021
Secretary	Tom Pound	595-6487
Treasurer	Derek Woollard	658-1150
Entertainment	Paul Jordan John Gough	388-0059 479-1843
Binnacle Editor	Ron Hillsden	479-5760
Assistant Editor	Ken Lockley	477-5830
Publicity	Jack Ross	478-3191
Quartermaster	Bob Rainsford	383-2256
Director at Large	Mike Gibson	642-6540
Director at Large	Mike Woodley	598-8379

2004 SUB-COMMITTEE HEADS

Librarian	Jack Ross	478-3191
Webmaster:	Ron Hillsden	479-5760
City Parks Liaison	Ed Boddaert	746-4459
Binnacle Mailing	Bill Birch	592-6456
Show Co-ordinator	Derek Woollard	658-1150
Bandit Commodore	Rick Rainsford	382-0898



WELCOME NEW MEMBERS:
BOB MARTIN
BARB NEMEZ.



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MEMBERS PROFILE:

RICK RAINSFORD

Q- How long have you lived in Victoria?

47 years, I was born in Victoria, so was my father and one of my Grandfathers. My sons went to the same school, Lampson Street School, as their Great-Grandfather, Grandfather and their Mother.

Q- How many 'trails' did you follow during your working years?

I graduated from Esquimalt High School in 1975 and went to work at Scott Plastics for 3 years. Then I was a soundman for a rock band for a while, and then worked for Dynal Marble for 3 years making and installing cultured marble bathroom fixtures. I then went to Van Isle Water Services for 3 years building and maintaining swimming pools. After a year doing odd jobs, I started at HMCS Dockyard as a Shipwright Apprentice and have been there ever since.

Q- Have you other hobbies besides model boat building?

I build full size boats as well, right now I'm building a 16 foot sailboat

Q- Inform the 'Club' of any 'under construction' models that you are building?

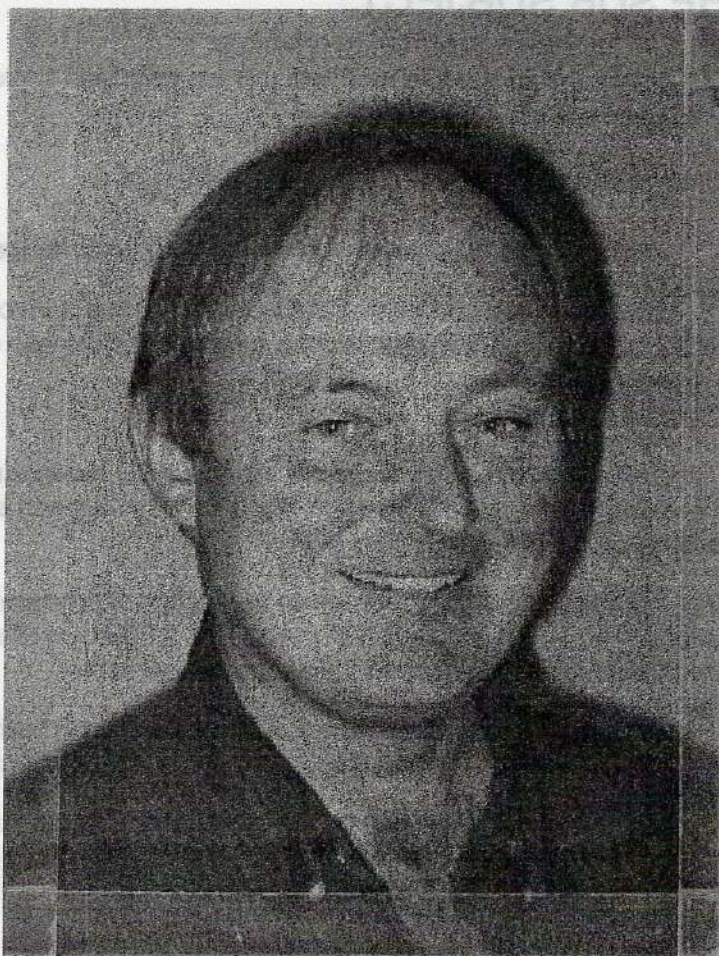
I am helping my son Adam with his Midwest Fireboat, and I have a Lindberg HO scale tug under construction and will soon start a new club boat taken off a model by John Gough.

Q- Have you any 'humorous' or 'death-defying' experiences in your life that would be of interest to members?

I have broken 7 arms, 2 fingers, a nose, and a neck. All mine, but nothing very recently.

Q- Are you interested in becoming involved in the activities of the 'Club', such as 'sail-boat racing at Beaver Lake and R.C. Model boats at Dallas Road pond?

I have two sons, very active in soccer, lacrosse, field hockey, curling and scouts. I coach soccer and lacrosse, so I don't get a lot of free time at the moment, but some day I will have more time to be involved in racing, etc.



THE SUB SUBJECT

(Part II of "In Praise of Model Submarines")

Last month, the third out of nine both real and perceived strikes against model sub building was introduced this way!



3. THE "SUBLOST" FEAR

"... there are two classes of sub model hobbyists: those who HAVE lost a model, and those who WILL."

Yes, the fear and possibilities exist—whether it involves a submarine in unknown murky waters, or a sailboat out on Elk Lake. But avoidance of loss takes two discrete headings:

- (a) prevention through prudence and,
- (b) rescue provisions.

Between mid-1994 and now, my four R/C models must have raked up a patrols' record running into the hundreds and, so far, only two close calls have been experienced—both in Pine Lake, near Issaquah, Washington.

The first incident was caused by negligent preparation—caused by lack of concentration, caused by the chatter of two U.S. Navy sub veterans. The 1:96-scale Miami cast off, submerged and stayed that way. Lots of bubbles though when I blew the ballast tank.

The month was May. Pine Lake's waters were both murky and chilly. A robust young fisherman offered to dive where the bubbles had come up, got into swim trunks and brought her up in a flash.

He'd found Miami right quick—stern buried in the mud by 6"-8". Cause? I hadn't followed my checklist, and left the pressure hull's access hatch loose. Cost? US \$20 for the rescuer and about C \$100 for repairs to and replacement of some of the electronics.

Years later, Pine Lake declined to let my dynamic 1:125 scale Miami come up. This time the water was VERY murky. I shouldn't have taken her down more than two feet. Meanwhile, two among the Washington participants came forward: one brought out his always-with-him hydrophone, while the other donned his wet suit and snorkel gear.

Running the motor at flank, forward and reverse, helped the hydrophone to locate the model within a few feet. One dive and a triumphant arm, model in hand, broke the surface.

After mandatory sighs of relief, heartbeat abating, the cause of the mishap was diagnosed: 10 seasons' worth of abandoned fishing line cocooned the better half of the, hull, and more line clustered in mud hung down below Miami. But the screw had stayed clear. ...

For this one: no cost. All offers of compensation were declined. The battery pack was still potent and a few more periscope-depth runs were made. No doubt Pine Lake's still there, but I've tried to forget the way to it.

So I was lucky and stupid, or stupid and lucky, but both close calls could have been avoided.

Safety features that can be added to model subs are inside-hull water detectors and Lost Pulse Detectors—the latter also sold under the "SubSafe" trade name by Sub Tech. In static models, they'll move the ballast tank servo to "blow," if and when flooding or loss of radio contact (signal) occurs. But ... if trapped in weeds, mud or ... fishing line, the boat won't rise. And neither will it rise if there's serious pressure hull flooding.

Turning now to rescue operations, these involve two phases in this order: (1) locate the model; (2) bring her up.

The second phase could require a dinghy, a diver or ballasted casting gear, but the "locating" phase can be much trickier. Still, assuming murky or deep water--also assuming the motor still responds to the throttle--a hydro phone will get you close. But better yet, the model can be equipped with an either basic or sophisticated tethered safety ("escape") buoy/chamber.

The model buoy may be a hull-contoured piece of foam, a sealed pillbox or any other high-buoyancy container. That's the easy part. Method of release, however, takes more effort and ingenuity.

Safest but most elaborate is a simple, two-channel secondary TX/RX set which, through either a servo or solenoid releases or kicks off the buoy. Such an ultimate system, space/scale permitting, may as well include a "whooper" or other noisemaker with speaker inside the buoy. Easier and simpler it is to use a mechanical timer, or apply an adhesive that quits adhering after a tested 30 to 45 minutes. Aspirin tablets and sugar cubes are among the agents.

To conclude: the SUB LOST fear is valid. It deserves both recognition and efforts toward mitigation. But it's not the bogeyman that should keep boat modelers away from subs. Deep six all paranoia.

4. THE LACK OF (SUB) COMPANY

Ye-es. At HMYP it's lean. But get involved. Join the SubCommittee, and get a surprise. More participants will show up at small regattas and fun runs than there are radio channels.

At Cultus Lake, for example, and also in not-as-distant Bellingham or Linden, anywhere from eight to a dozen regulars and occasionals turn out--some with more than one unit out of their fleet. Two's company and three's a crowd? Channel conflicts will squelch solitude.

To start the New Year, ballast systems (Item 5) and costs (Item 6) will be the subjects of inspection. Till then:



MERRY CHRISTMAS
HAPPY NEW YEAR 2005

Romanus Unicum



From Lloyds List

KAIWO MARU (JAPAN)

London, Nov 7 -- A press report, dated today, states:

Typhoon "Tokage" has put training Kaiwo Maru out of action for the foreseeable future. The vessel ran aground in Japanese waters with 167 people on board last month when the most powerful typhoon in 25 years struck. The vessel's anchor was washed away by the strong winds, which left some of its crew dangling perilously from the masts of the vessel.

Damage to the vessel has forced it to cancel its sailing schedule for 2005, when it was originally pencilled in to participate in **Canada's SeaVancouver**, a recently-approved multicultural event in Vancouver that will feature a handful of massive Class A tall ships.

TIPS: Sawing your own

Part one of this tip is by the owner of a business which makes scale lumber for model shipbuilders, and who has a Tim "The Toolman" Taylor bandsaw. The second part is by a mere modeller with an ordinary bandsaw:

Commercial Method:

Use the bandsaw to cut the planks, you don't need a table saw just to cut planks. First cut the sheets to the thickness of the "width" of your planking - if the planking is 3/16 x 1/16, cut the sheets 3/16 thick. You then have to run the resawn sheets through the thickness sander. Depending on the size and quality of your saw, stack the 3/16 sheets. I make a 2 inch stack of sheets. Use postal wrapping tape to tape the ends of your stack, pulling the tape tight. When feeding the stack into the saw I have a block I use along the outside edge to keep the sheets against the fence. The trick to cutting stacks is the power of the saw. As soon as you have to apply to much feed pressure the stack begins to wander. There should be almost no feed pressure. I get about 120 planks per stack in less than 2 minutes of cutting. I don't know how cutting stacks will work with a standard bandsaw. My saw has been reworked with more power and custom made roller guides top and bottom. I also use 3/4 wide commercial blades that you can't buy at a local wood workers store. Also the blade tooth type makes a difference - I use a claw tooth, which looks just like a cats claw where the tip points downward, this applies a downward pressure on the wood and helps keeps the sheets from moving. You have to test different blades and different teeth per inch to find out what will work with your saw and power of the saw. The more teeth per inch the more power it takes to cut. I can cut twice as fast with 2 teeth per inch than 4 teeth per inch. I can also get a straighter cut with fewer teeth because it takes less feed pressure.

Hobbyist Method

1- Sanding on edge - I have placed one fixed "fence" and one adjustable "fence" c clamped to the table of my thickness sander. I take a STACK of boards I want to sand and place them on their side, then adjust the fences to touch the boards and have at it. Recently I did over 1000 lineal feet of scale lumber for a 1/24 Life-saving Station I am scratch building, to go with my 1/24 ships and marine boatyard, with NO problems. By the way I run the finished boards through a wad of fine steel wool to take off the whiskers.

2-Sawing boards - I rip on my bandsaw or table saw wood close to the final dimension needed. Then use my sander to bring it to final thickness. Using Scotch double sided tape I then make a stack of boards and using my bandsaw, cut them close to final width. Then I do the above routine. I usually work on 6 ft pieces and only cut to scale length as needed.

***Note on tape. Do not use heavy duty double sided tape - it works TOO Well. The opposite is true for the 'temporary scotch double sided tape - it doesn't like to stick to wood. Use the Scotch tape labeled Permanent.

***Note on fences. My fences are 1/4" wood, set diagonally across the table which spreads the wear across the entire drum. The drum cuts them down in a contour as you change thickness.

*** Note on Tape Residue. After doing that 1000+ feet mentioned above I checked the drum and couldn't find any indication that the tape had fouled up the grit - not sure why but who's to complain.

