



The Binnacle

<http://members.shaw.ca/vmss>

Victoria Model Shipbuilding Society
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ON THE HORIZON UPCOMING EVENTS

Aug 12	Regular Meeting
Aug 8	Tug Practice, Harrison Pond
Aug 22	Tug Practice, Harrison Pond
Sep 4—6	Saanichton Fall Fair
Sep 9	Regular Meeting
Sep 19	Tug Regatta, Harrison Pond 10—3
Oct 14	Regular Meeting

ONGOING

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

NOTICE

Re:

Constitution and Bylaws

The Executive Committee, as part of its duties, has recently reviewed the VMSS Constitution and Bylaws.

Several clauses need to be revised in order to conform with our current circumstances. The Secretary will describe the proposed changes at the July meeting, and the membership will be asked to vote on their adoption by special resolution at the August meeting.



From the Bridge

The Club is in need of members to consider accepting Executive positions. Many of the current Executive are in their second year of office and some more than two years so it is time to think about turning over the reigns to others. The positions are not demanding but do require some additional effort and a commitment during your time in office. I would urge members who have

not yet served on the Executive to consider a turn – it's fun and is necessary for the successful operation of the Club. Those who have served in the past may want to consider doing it again. The cookies served at the Executive meetings are a huge incentive to serve on the Executive. You will not want to miss that!

The Club is also in need of members to be the principal organizer for the annual shows and other events we put on and participate in. You will not have to do all the work involved but you will be required to organize other members with the help and support of the Executive to make the event happen successfully. As you know most members are willing to help in some capacity if they are available so there is no shortage of "worker bees." The principal organizer is just the lead in their particular event, and you need only accept the responsibility for one event. All events are in need of "new blood" if only to share the work in the Club. We are looking for head organizers for the Saanich Fall Fair, Christmas social at the Dec meeting, Can West Mall show, Tulista Park, Museum shows, etc. Those who are currently the lead can give you a good turn over of what happens so you will not be starting from scratch.

Ken Scotten, President

ATTENTION ALL MEMBERS: NEW MEETING TIME

Starting **August 12**, our regular meetings will begin at
7:15 PM

Members have requested more time at our meetings for socializing and talking about boat building.

We hope a longer break between business and entertainment at our meetings will encourage more interaction between club members.

When you might be under a time restraint, please remember the door is always open.

Our Buddy System

We have started a "Buddy System" to ensure each new member has an experienced member as a buddy who will welcome him into the club. The experienced member will introduce the new member to the benefits of our club, answer his questions and make sure he gets to meet people with similar interests.

If you are a new member and you haven't heard from a buddy yet, give Ken Scotten a call (472-6187). He will make sure you get a buddy. If you are an experienced member who would like to meet new members by acting as a buddy, also talk to Ken. The initial lot of buddies all volunteered from executive – one of the perks of being on the Bored of Directors is that we get first kick!

SIDNEY HISTORICAL MUSEUM SHOW 2004

For the month of June, the club members displayed 28 models at the Museum; power, sail and miniatures. The curator, Peter, was very pleased with the public response and has asked us to please have the Museum on our 2005 schedule. Also, he sends thanks to the membership for their support to the Museum. As show co-ordinator, along with Derek Woollard, I would like to thank all those who participated in this event to make it the success it was. Thanks, KL.

SAANICH STRAWBERRY FESTIVAL

Free strawberries and ice cream! What could be better on the first weekend of July? Good weather and an appreciative public. Thanks to our members who came out and demonstrated their boats! The name of the game is fun—we did have fun!

Name Badges

If you don't have a name badge yet, see Ron Hillsden 479 5760

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	388-0059
	John Gough	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 Committee Heads

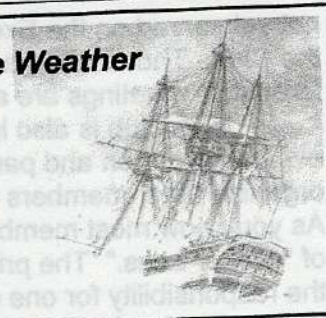
Librarian	Jack Ross	478-3191
Webmaster:	Ron Hillsden	479-5760
City Parks Liaison	Ed Boddaert	746-4459
Binnacle Mailing	Bill Birch	592-6456
Show Coordinator	Derek Woollard	658-1150
Bandit Coordinator	Rick Rainsford	382-0898

Under the Weather

Derek Woollard

Don Mills

Art Tomsett



Will your motor will do?

A motor is just a generator in reverse, so chuck the motor shaft in a drill that has known speed, say 3360 rpm. Hook a v-meter to the leads, and spin the motor... it will make some volts (say 2.0v at 3360 rpm). As a motor, it will have the same characteristic- it will spin 3360 rpm on 2.0 v. or $3360/2 = 1680$ rpm per volt. At 7.2v, it will spin at 12096 rpm!

Now, a properly loaded motor will go down to about 75% of it's no-load speed. Any lower sucks more amps and tends to overheat the poor little thing. So it is important to match the motor to the prop.

How fast should a prop go? Go to www.raboesch.com. They recommend max speeds for all their props. Similar sized "scale" props will have similar speeds. If you have a prop that can do 75% of 12096 rpm = 9072 rpm, you may have a match. But, if your prop only wants 4500 rpm, you'd better use a 2:1 gear reduction.

But we're not there yet. A BIG motor that runs at 12096 rpm might not even feel that prop, and it won't slow down a bit while a tiny motor may stall under the load. So the only way to know if you're really matched is to measure the shaft speed with the motor hooked up and the prop in water. Sorry, no easy solutions here. If you have an oscilloscope, digital meter and photo-interrupter, you probably know what to do. The rest of us can just run it in a bucket for a while... if the motor gets too hot to touch, you've slowed it down too much and need a different motor/prop combo!

Thanks to an Internet Contributor!

The CFB Esquimalt Naval and Military Museum Photos

The CFB Esquimalt Naval and Military Museum, located in the Canadian naval base in Esquimalt, British Columbia, has been cataloging the photographs resident in its archives. A volunteer (and ship modeller) has been going through these photographs and scanning those felt to be useful for the general public. Scanning also ensures that a copy of these priceless photographs will remain should the archives themselves suffer physical damage. Currently 4% of the photo archive has been scanned and the project will go until completion.

Some of these photographs will be of interest as they depict ships of historical interest or contain visual information useful for ship modellers. In this vein the Naval and Military Museum will be selling CDs with photographs of ships from its archive. The initial offer will be for 18 images of the Royal Navy battle cruiser HMS Tiger. These photographs were taken during the mid 1920s, most likely 1927. As an addition, there will be a photograph of the battle cruiser HMS New Zealand taken in 1919. Thumbnail versions of some of these photographs can be seen on the museum's website:

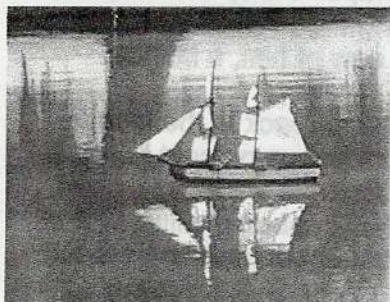
http://www.navalandmilitarymuseum.org/services/Services_Frame.html

The cost of the CD is \$13.00 plus Shipping and Handling

Join us at Harrison Model Yacht Pond and at Beaver Lake for our regular get togethers

Power—every Sunday at Harrison Pond 10:00 ish

Sail—1st and 3rd (and 5th) Sundays, south end of swimming area, Beaver lake 1:00



Jack's Frigate



Jack's CCG Motor Lifeboat



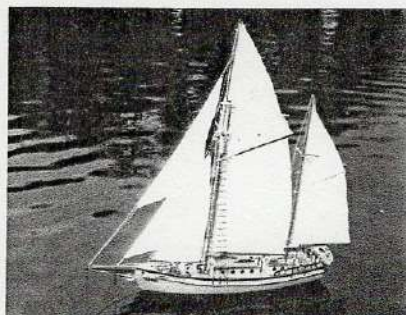
Bonnie C—still lookin' good!



John's RCAF Crash Tender



Romaine's Sub



Norm's Sailboat



Beaver Lake



A Lockley Design Reno

THE SUB SUBJECT

Sam didn't hide his boozy ways, but 'clandestinized' them did, (if it can be believed) fairly ingeniously. What he did he said, was to buy a bunk-sized, hot water bag in a medical supplies place, in Gibraltar. It was meant to treat hypothermic patients or, when filled with cold water, ease the suffering of burn victims. "It could hold a couple gallons of vodka easy as pie. Had the store put a tap in its bottom. No extra charge. Wow!"

Apparently, Sam was generous with his cache, but sure made sure to get his share--anytime the mood struck, which meant: ANYTIME. Sam looked as if he could still taste the liquor; then told me he'd gone dry for some two years now.

While Sam unloaded the dryers, I got in my first successful questions: What had brought him to Victoria, and why had he left the Navy or navies?

"A young, green, snot-nosed medic disqualified me. Said my liver made him think of The Rock of Gibraltar--not so much its size as its density. Then, too, my eyesight didn't help me any much either. So it goes." And he'd been in Victoria since spring, looking after a whale watching outfit's inflatables. "Piece O' cake. Some patching... plugs once a week... duck soup." (Apparently, he'd read an 'Engineer Wanted' ad in a boating magazine in a doctor's waiting room in Prince Rupert.)

"And next?" I said.

He swayed his head left and right, as if trying to juggle his thoughts into shape. "Now," he said, "that I'm up on electronic banking... think I'll winter in Florida or Costa Rica. Come spring... don't know yet. Getting up in years, you know." Then he was gone, without a word of farewell. Last I saw of him, a laundry staffer helped Sam out the door--new plastic bags under both arms.

I'd no sooner pulled into the garage than I backed out again. Another 1.2 clicks back to the laundry. The retro named 'Encounter with Sam' had caused me to forget shirts and peejay tops, up on coat hangers above the linens' scale.

Over the weeks following the encounter, forcing memory not to fade overly, I kept on mulling over all this stuff 'Sam' had dispensed--orally. It still wasn't until many weeks later that I thought of reporting the 'Encounter.' By then, it had struck me as so much fun that I wanted to share it on paper. Still, troubling points ran threefold:

- (1) If he'd been 17 or 18 'back in '38 or '39', he'd have been in his early '80s, late in November 2003. Wrinkled and clapped-out as he looked, he could still have been some 10 years younger.
- (2) After 19 years of service, at least four of those during WWII, not a single encounter with the enemy? By all reports, the Mediterranean was not exactly off limits to the Reich's Luftwaffe, the Kriegsmarine's U-Boats and Mussolini's air and sea forces.
- (3) And why did Sam evade naming the 'flags' he'd sailed under, the source(s) of his multiple pension cheques?

Still, in all, I concluded that he knew too much 'first hand' to have picked up book knowledge, or to have heard it from others. I granted him that. Also, he had this credible (but not 'pinpointable') British accent. Mind, I'd never before met anyone with a (claimed) Maltese background.

To maintain or regain my (personal) credibility with those who read the May and June "Sub Subject" columns, I decided on a sort of whitewash to soften possible 'gullibility' accusations. To that end, I rated the highlights of Sam's tale in tabular form. I wonder how my ratings may tally with yours.

RING OF TRUTH	RATING
Sam's age/background	75%
His 'real' name	15
Cause of oily skin	0
The olive oil prank	80
Name The Boat contest	95
Hot-run torp incident	100
Sailor gone berserk	100
Periscope accident	50

His liquor cache	60
Victoria employment	100
Medic's diagnosis	100
How Sam enlisted	20

My ratings, of course, are personal and subjective, "but, 'Sam', wherever you are, thanks for the entertainment. Hope I did your tales some justice, and that the Binnacle's readership will have a chuckle or three."

Next month: dull, dull, dull. With the influx of new V.M.S.S. members, it was high time for an updated "Sub Subject" index. Then, in September, an interview with First Lieutenant, RN (Ret) Peter Gage, about his WWII submarine service.

Romanus Unicum

Electronic Speed Controls

Now that HiTec no longer makes the SP6-10 ESC (gold box) most of us have been using, I decided to have a look to see what is available as a replacement. I was startled to see the large number of ESC's on the market—for electric airplanes and cars. So why are there so few suitable for boats? Well, the airplane ESC's don't have reverse. Actually, not many of the car ESC's do either (think about the Indy 500—no one goes in reverse!). And the car ones that do have reverse can accept huge amperage loads, which up to now has been due to very costly electronics.

I found a few possible replacements, which are itemized in the table below. Interestingly enough, Hi-Tec has developed a replacement for the SP6-10. It has all the latest technology and is only \$2 more than the old ESC. It is available in the states, but hasn't made it's way to us yet. This sample is the lower end of the cost and power scales—there are many more if you want to pay more for more power!

HiTec	Manufac- turer Model	Associated	EA Electron- ics	Futaba	HiTec	ProBoat	Traxxis
SP6-10 (no longer available)		Quantum Runner Plus	Optically Isolated Smartcontrol	MC230CR	EZX-R	PRB2314	XL1
6.0 - 8.4	Volts	4.8 - 8.4	6-12	7.2-8.4	7.2-8.4	6-12	Max 10
6/10	Amps	20/80	?/10	?/90	46/65	?/50	75/150
\$55?	Price	87.99	71.49 plus See 2	69.99	US\$34.99	59.99-74.99	59.99
43 x 55 x 19	Size mm	40 x 40 x 15	64 x 33 x 45	27 x 33 x 13	45 x 33 x 15	42 x 47 x 13	?
102	Weight grams	55	?	44	56	89	?
	BEC	?	?	yes	yes	?	yes
		See 1	See 2			See 1	

1. Available at BC Shaver and Hobbies
2. Available at Langford Hobbies, Sooke (I didn't check his price). Add \$8 for a case and \$10 for S&H if ordering from the factory. A 20 amp version is available for \$77.99.

So what's good?

I believe all these products will do an excellent job. The subject was discussed on Paul Jordan's Paddleducks internet discussion forum, and I received some useful feedback from several people. One is a



professional model maker, and his report is more detailed than any other, so I have copied it here.

"There are actually two that I now use in most applications that represent a lot of value for the money. The Pro Boat ESC with reverse was purchased here in Barrie at Hobby Place for 59\$ CDN. It is a small, sealed finned blue metal case that sets up automatically when you turn on your boat.

There are no adjustments nor are any needed. It takes up very little room, will handle 50 amps fwd and 20 reverse from 6 to 12 volts. It is designed for BEC but if you are already powering your receiver don't forget to gently pull the red pin on the universal connector and tape it back out of the way. My only complaint is that it will not creep. It starts quite slow at 6 volts but you can't just creep the props. There is no adjustment to alter this. On a very large 4 bladed tug prop only the gearing at the motor would allow a very slow start out speed.

"Minor observation, no big problem.

"Second speed control is my standard for near all applications except 12 volts. It is the Traxxas XL-1. I bought it at Ideal Hobbies in Barrie for \$69.99 CDN. This unit will handle up to 8.4 volts and a whole lot of amps. It also has BEC which helps to isolate some of the glitching you may experience from feedback from the motors. I use it on heavy load applications with large props and twin, thirsty 3 pole motors at 6 volts. It can be easily tuned for a creep and has a large neutral band. Best of all, I fried one by hooking it up reverse polarity (don't ask) and told Traxxas that. They still replaced it for free. It was my fault and definitely not covered by their very generous warranty. This is my chance to pay them back for that.

"Finally, EA electronics will sell you very high quality speed controls for down to around \$42.99 CDN, I believe, and up, custom configured for your needs. <http://www.eaelec.com/>. I have used his stuff before for clients and delivery was quick and reasonable.

Regards,

Roger Hauka
Scale Design

Staining Rigging Line

I have been using Min Wax stain forever. Fruitwood, Colonial Maple and others may be mixed for various shades. Jacobean for standing rigging. Dip a coil in the stain, blot with rag, uncoil and hang to dry. Run line through a cake of beeswax, then back and forth through your fingers. The rope is then supple and easy to work. If you go this route, be sure the Min Wax is the pure stain and not the stain/varnish concoctions they have.

Phil Krol, via Internet

BC Shaver & Hobbies

Bob Rancier
Garnet Rancier

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<http://www.bcshaver.com/>



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