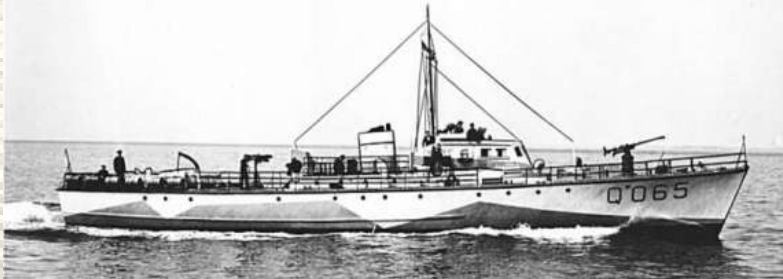


June 2018 Volume 40 Issue 6

# THE BINNACLE



Victoria Model Boats  
Victoria, B.C.



Ken Lockley's Fairmile B

Maple Bay Pictures



Mahogany and Barbie Dolls

Plus  
May Show and tell.  
Magnet building jig.  
Mystery Hull.

<http://www.vmss.ca>



From  
The Bridge

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### ON THE RADAR

Upcoming Events

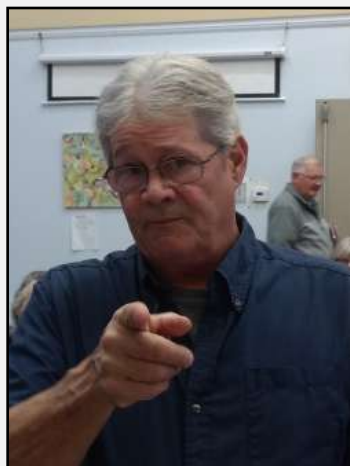
**Fathers' Day Event, Saanich Heritage Acres.  
June 16-17.**

**Birthday Bash, Harrison Pond.**

**5th. August. Dentin Cup and Steering Course.**



**Meetings: Second Thursday 7:30-9:30**  
St. Peter's Anglican Church, Lakehill  
3939 St. Peter's Road  
**Upcoming meeting: June 14th.**



**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 Meeting - May 10th, 2018**

Call to Order: 7:30 pm by President Mike Bush

New Members: Keith Lindquist

Health & Welfare: Nothing to report

Financial Report: Mike Creasy reported total current assets of VMSS are \$6,243.15.

The constitution/bylaws has been registered so this item is now complete. Good job done by Mike Creasy.

Sailing Report: Nothing new to report.

Old Business: CRD Project on Dallas Road - nothing new reported.

Battle of the Atlantic - May 6th, 2018 was a success and well received. Terry Gerard was thanked for looking after the hot dog barbecue.

**Upcoming Events:**

Heritage Acres - Ed White said VMSS volunteers are needed for June 16th (Saturday) and June 17th (Sunday). The hours are from 9:00 am to 4:00 pm.

**Show & Tell:**

Harold Lacy - update on boat he's building from scratch and a demo on the use of different clamps.

Jim Cox - showed a duck decoy he's working on and the wiring harness he's built for it.

Bill Andrews showed some items that Marian Denton donated that were her husband Dave's. These items were free for the taking.

50/50 Draw: Cash won by Jim Cox  
Cooler bag won by Terry Gerard's son

Meeting adjourned at 8:25 pm

## May Show and Tell.

First up for this meeting was Harold Lacy, with the latest progress on his current build. It's entirely his own design and construction, mainly of red cedar which Harold was given as a gift.



Harold also showed quite a number of small clamps that he had found ways to modify to solve problems. His most common was to glue sandpaper to the clamp jaws to stop them slipping when the grip wasn't perfectly square. This can be and is applied to almost any clamp, but is especially useful with the small, all plastic, spring clamps with pivoting jaws.

He also makes a lot of modifications to spring clothes pegs, I liked especially when he shortened one jaw so that the longer jaw could extend across a planking joint to keep things in line. Then, when a clothes peg is used for an awkward reach, doubling up its pressure with a spring clamp on the clothes peg can be another answer.

Next came Jim Cox, who had surrendered to the allure of a duck decoy in a thrift store. Jim is well on with the conversion to radio control, and on the table in front of him is the wiring harness made up for the duck interior. He is adding a water cannon to the duck's armoury, using a small limit switch glued onto a servo to control it. Presumably we will be seeing Duck vs. Alligator wars on the pond quite soon. Jim found a successful way of gluing the polyethylene body of the duck with epoxy, pre-treating the poly by washing it with acetone, and warm-drying it with a heat gun.



Finally Bill Andrews had some items donated by Marion Denton from her husband's (Dave) collection. These were a box of brass parts, a fibreglass mould for a small tug hull, and a small pond yacht hull. All these were free for the taking.

**NEXT BUILD;**

by Ken Lockley page 1

Random construction pictures of Fairmile "B" started about the last week of August. All wood working pictures are in my workshop and the styrene construction done in our RV during a 4 week fishing holiday.



Some final photos and thoughts on my Winter build, Fairmile B. After loosing some building steam through February and March, the April sunshine brought ideal conditions for outdoor spray painting and my enthusiasm to finish the model increased immensely.

The vessel is now operational with some performance improvements to come over the Summer. There are still many deck details to make, which is an ideal project for building while away in the RV. Included here are some pictures at Harrison Yacht Pond, as well as some close ups in my workshop.

Our recent VMSS celebrations of the "Battle of the Atlantic" is a reminder of the origin of my vessel, and the Fairmile Corporation. Canadians made a huge commitment and this is one of the 80 Vessels built in Canada and 14 of those was built in the lower mainland of BC.





Random pictures above of the deck areas tell the story, more small items needed, like toe rails, scamberling nets, lines, cowl vents, wooden floor in bridge area just mention a few. When this is all done I'll spray the entire vessel with a matte finish or dull coat to take the look of fresh paint away. I hope for those of you who followed this project, there's been some value for the time involved. I am pleased with results and have learned a lot myself.

Picture credits to: D. Teece , J. Renfrew, and L. Lockley

## A Magnetic Construction Jig.

Watching Mike Creasy working on the superstructure of a Fort ship in styrene, I was reminded of a U-tube I watched some years ago on the use of a magnet jig for assembly and gluing of styrene models. So I watched it again and was impressed by the idea that it might get me to put two pieces together at a right angle.

I had some spare bits of plywood that looked likely, and I went and bought two pieces of 16 gauge steel sheet and made up what you see. In spite of all my best efforts, it turned out the back upright piece of plywood had a very slight curve to it, so the jig has my trademark lack of perfection, but at the worst it is only about 1/64 th. out of square at 6 inches above the base.



The magnets were just two small sets bought for about 4 bucks apiece at Castle. They are surprisingly strong, I have to slide them to the edges to get them off, and they are very effective.

So far my first efforts with it have been trying to use MEK dissolving adhesive with two inch square pieces of 20 thou styrene, and at that size it's as accurate as makes no difference. I have found that the capillary action of the MEK carries right through the joint at the corner and I get some sticking to the steel. But if left long enough to dry, it will lift off the steel with a thin blade slipped in between. Better glue control may help.

The next step will be to get a couple of triangles of steel to line the two inside corners, so that it will easily make a box corner.

Beyond that the U-tube suggests getting a box of assorted key stock steel. These can be used and stacked with the magnets to make accurate spacers and piece holders.

Lots of potential in this, but I really must concentrate on finishing the big old "A" class before I start anything else.

Of course, you could go and buy the whole shebang from MicroMark for \$20 or so, but what would be difficult about that?

## Mahogany and Barbie Dolls.

How much do you want to pay for a fantasy? As long as you are a modeller, you can get them really cheap. Try it in full size, in real life, and you're going to be in all kinds of trouble, with both the bank and the spouse. But at 1/5 scale or less, you can be the owner/captain of almost anything, and be home for lunch.

So I think there will always be a place for a super-luxury speedboat model, whether the Barbie is actually present, or only in the owner's mind. And in this subject two companies dominate the full-size market and set the standards for the model's looks. That's Chris Craft and Riva.



Here's some potted history from Riva's website and Chris Craft's Wikipedia page.

### RIVA

The Riva boatyard was established in 1842 on Lake Iseo, in Sarnico-Italy. It was a sudden and devastating storm - which irreversibly damaged the boats of the local fishermen, who were left shocked and powerless - that persuaded a young shipbuilder and craftsman who had just moved from Laglio, near Como, to perform a true miracle and repair most of the crafts, thus winning the trust of the locals. This was the beginning of the legend of Riva and that of a man, Pietro Riva, who - immediately after moving to Sarnico - became the master of his own destiny. This was the place where the first boats signed by Riva were launched and immediately stood out for their unmatched style and personality. Riva rapidly gained great respect and recognition; the boatyard flourished also thanks to the far-sightedness of Ernesto Riva, who had succeeded his father Pietro and introduced internal combustion engines on Riva boats. The era of large cargo and passenger boats operating on the lake thus began. After World War I, Serafino Riva gave Riva products their final imprinting and turned the boatyard's precious crafts into a real brand, allowing it to take a step into history: production steered from transportation to power boating, which at the time was still dawning. Between the 1920s and the 1930s Riva, through its racing yachts, collected a large number of records and victories in national and international competitions.

The 1950s were the years of Carlo Riva, who had been driven by boundless passion for boats and the family business since he was a child. Riva had by then everywhere become the synonym of elegance, status and perfection. Selected materials of the highest quality, a painstaking care for the tiniest details, unparalleled, long-standing expertise and craftsmanship. Riva's creations became the object of desire for the aristocracy, award winning athletes, successful businessmen and movie stars. Even today, these jewels preserve intact all the charm of that time, made of paparazzi, movie stars wearing foulards and glamorous sunshades, celebrity love stories, luxury and timeless elegance. In the decade of the Italian industrial revolution, dominated by the myth of speed and racing cars, l'Ingegnere, as Carlo Riva is called, sensed the importance of this phenomenon and created a series



of wooden yachts characterized by unique, unmistakable design features. One of them was the Ariston, of which Carlo Riva says it was “designed with love, born pure and strong like a pedigree horse. Unforgettable! It was my Lord of the Sea”. The Tritone followed (the first two-engine yacht), then the Sebino (which marked the beginning of series production), and then the Florida, whose name evokes the American model that was particularly fashionable in those years. In 1956 Riva started cooperating with designer and architect Giorgio Barilani, whose graphic and design activities for the boating industry were then devoted exclusively to Riva, where Barilani was the design manager between 1970 and 1996.



In November 1962 the myth was born: it was named Aquarama. Since its presentation, at the third Milan International Boat Show, the Aquarama became the symbol of Riva par excellence, almost “a brand within the brand”. The name of the yacht drew inspiration from the Cinerama system, the American experimental wide screens. The slogan the yacht was launched with contained several key-words: “Sun, sea, joie de vivre!” The prototype was the mythical Lipicar no. 1, the evolution of the Tritone. 8.02 meters in length, 2.62 meters wide, capable of carrying up to eight people, two berths at the bow, two 185 hp Chris-Craft petrol engines, a speed of 73 km/h. The price: 10 million 800 thousands liras. (\$18,800 CAD in 1962, \$153,800 today!).

The year 1969 was another milestone in the history of the legendary brand: it was then that fiberglass production started. The first two Riva models in composite material were born: the day cruiser Bahia Mar 20’ and the cabin cruiser Sport Fisherman 25’. The new material was first accurately studied by purchasing the hull from the Bertram boatyard. The hull was subsequently redesigned and both models were then finished with wood details, in line with Riva’s tradition. Between the 1970s and the 1990s, more yachts were created, including the St. Tropez - which was produced until 1992 - and the Superamerica, the first large cabin cruiser, which was available on the market for more than 20 years. In spite of the success met by fiberglass, Riva’s production of wooden runabouts continued until 1996, when the last Aquarama Special (hull number 784) was built. In September 1969, Carlo Riva, frustrated by a tough union climate, sold the shipyard to the US company Whittaker, maintaining the role of Chairman and General Manager, from which he resigned in 1971. These roles were taken on by Gino Gervasoni, his partner since 1950. Old and new models evolved, Riva’s tradition continued. In 1989, one year after the English Group Vickers, bought 100% of the shares of Riva, Gino Gervasoni, who had married Carlo Riva’s sister, left the shipyard after 41 years of activity. This is how the presence of the Riva family at the shipyard came to an end.

## CHRIS CRAFT

Chris Smith built his first wooden boat in 1874 at the age of 13. Years later, he built a duck hunting boat. His friends liked the way he built them, and they asked him to build them one. This was technically the start of the boat company. He soon began to build more boats and joined his brother

Hank in 1881 to begin producing boats full-time.

In 1910, the brothers joined with other partners to form the Smith Ryan Boat Company. The firm's name was changed in 1922 to Chris Smith & Sons Boat Company, then to Chris-Craft in 1924. The Detroit-area company became well known for its sleek racing boats in the 1910s and 1920s. Chris-Craft sold high-end powerboats to wealthy patrons such as Henry Ford and William Randolph Hearst.

In the late 1920s, Chris-Craft extended its market into the middle class when it became one of the first mass-producers of civilian pleasure boats. The company began assembly line production at their plant in Algonac, Michigan, dramatically lowering production costs. Formerly, most powerboats had been hand-built. Engines were supplied by both Ford and Chrysler, and by the Hercules Engine Company in later models.

In 1927, the company introduced the Cadet, an affordable 22' runabout. At the time, the domain of speedboats was largely confined to the wealthy. Its innovative advertising campaign promised a piece of "the good life" to the growing American middle class. The company sold its boats on the installment plan, making them among the first powerboats available to the general population.

The Great Depression robbed many Americans of discretionary income, and Chris-Craft sales suffered. The company introduced a line of low-priced powerboats to stay solvent. By 1935, a 15.5' utility boat sold for as little as US\$406. (That's \$7500 today) During World War II, the company produced small patrol boats and launches for the U.S. Navy.



After the war, Chris-Craft introduced a new lineup of civilian pleasure boats in time for the massive American consumer expansion of the 1950s. That decade marked the height of company prestige, and the Chris-Craft brand name became virtually synonymous with pleasure boating. The company offered 159 different models, and it was the sales leader in many categories of small civilian powerboats.

The company sold high-end boats to famous customers such as Dean Martin, Katharine Hepburn, Frank Sinatra, and Elvis Presley. Their boats were often made from the finest mahogany and were considered to be among the best available. They were easy to operate, a must for their "weekend sailor" owners. In some circles, owning a Chris-Craft was considered de rigueur. Even their lower-priced boats were considered to be of high quality, often featuring such luxurious items as a liberal use of mahogany, teak, and brass.

Chris-Craft manufactured its first fiberglass boat by 1955. The company added a metal boat division in 1957, designated as the Roamer Steel Boats Division (RSBD). This was founded upon its purchase of the Roamer Boat Company, and the boats became known as Chris Craft Roamers.

The company continued to be independent until it was acquired by Shields & Company's NAFI Corporation in 1960 and merged with NAFI. The merged company was renamed in 1962 as Chris-Craft Industries, Incorporated.

A word about the engines, interestingly the two companies were linked by the engines. The Riva Ariston, Florida, Super Tritone, and original Aquarama, were all sold with Chris Craft branded V8 185 h.p. engines. Riva also branded their own engines as well as equipping some models with Chrysler engines. I suspect that all V8 engines, of whatever final brand, were from the American "big four".



There is though, one unique and totally Italian Riva Aquarama, that has just been restored. This was built for Ferruccio Lamborghini in 1968, and so was fitted with two Lamborghini V12 engines modified for marine use at the Lamborghini factory. There's some nice stuff on U-tube about it. (You can buy it right now, a snip at US \$2,358,000).

Chris Craft, when not using V8s, also sourced their engines from Hercules, the engine company based in Canton, Ohio, that also supplied the engines for the original jeeps. Hercules remains in operation mainly supplying the military.

Back down to earth, or rather pond, there are a lot of options when it comes to modelling these very pretty toys. I see kits ranging from \$150 up to \$500, with 8 or more models from each range. And plans are legion. With modern brushless motors you can install more than enough power to match even the Lamborghini Riva in scale speed, and sound modules can even provide you with the original growl. I have a 44 inch fibreglass hull for an Aquarama, and Terry Gerard, in January's and February's show and tell, showed a european Riva look-a-like kit that we hope to see complete quite soon. There are good U-tubes on scratch construction, one a really interesting double diagonal planked boat with mahogany veneers on balsa, all on plywood frames. Beautiful, beautiful.



Be warned though, Barbie is 1/6 scale, so if your vision includes her, you gotta go big. Even in the 44 inch fibreglass hull of mine, she would be six feet nine. With Barbie in a correctly scaled Lamborghini Aquarama, it'll be 54 inches long and weigh 27 lbs.

Disclaimer.

Lest I be justly accused of being exactly what I am, you can substitute the names "Ken" or "Action Man" for "Barbie" throughout the above, and I won't care at all.

Edward.

## Highland Lass



Right at the end of February's meeting, this hull was unsold so I bought it on impulse. Bringing it home, the most distinctive feature is the stern nameplate, reading Highland Lass, Comox.

Inside the balsa hull there is an unusual attempt at ballast, the keel appears hollow and it is filled with cut lead strips embedded in, probably, epoxy glue.

When I went cruising the web, I found this to be a 3/4 inch to the foot scale model of a schooner yacht built in the late 1990s for a couple in Cumberland, B.C., Robert and Maria Hale.

The design was from Michael Kasten Marine Design in Port Townsend, Washington, and the drawings on their web site do show a reference to the ballast as lead pigs and shot set in concrete at 80 % of the density of poured lead.

The bulkheads inside still have pasted paper patterns of the line shadows printed on them, so likely this model builder had access to the original drawings. But he did not make provision in the keel for an auxiliary engine and screw.

It is also not obvious that the builder intended to put a radio in the model, the rudder comes up through the deck to a tiller, but it's going to be a bit elaborate to get a servo to operate it. There's a large round hole rough cut in the forepart of the cabin that could be for a sail winch drum.

If it is going to sail, (and it will be very pretty on the water), it'll need an external extra keel and bulb to make it stand up. As it is at the moment an additional 3.75 lbs of weight will bring it to the design waterline, (in my bath anyway), so I think it's possible with a 2 lb bulb and keep the weight of cabin tops, masts, rigging, and radio gear down to the other 1.75lbs. I am doubtful if I could get the existing ballast out without major damage.

Anyway, does any of you know any more about this as a model? Why was it built like this? It's just vulgar curiosity on my part, but if I do get around to completing it, I would like to know more of its history.  
Edward.

## Maple Bay Wooden Boat Festival

Just a repeat of a few of the pictures of the Nanaimo Club pond at Maple Bay on June 19th. and 20th.

It was a great event in a terrific setting. Next year my trip will definitely be longer and with a better boat to show.



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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