The Binnacle

Victoria Model Shipbuilding Society
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http://members.home.net/vmss

Computer lost it's memory - So format is different this month

Your editor's computer is suffering from senility. Bear with me while I try to figure out how to cure the problem. I thought I had it fixed, but seem to have forgotten what I did!

Dates to Remember

Events and Invitations

Aug 17-29 Bark Endeavour visits Victoria
Aug 28+29 2nd SS Moyie Regatta, Kaslo
Sep 4-6 Saanichton Fair
Sep 9 Regular Meeting. Royal Oak Lions Hall * SHOP **& SWAP**
Sep 12 Kelowna Regatta
Oct 14 Regular Meeting
Oct 17 Full Regatta returns to VMSS!
Nov 4 Regular Meeting - a week early!
Nov 4-7 NRG Conference, San Diego
Nov 11 - Remembrance Day -meeting was last week!
Dec. Christmas Social

Regular Events

Every Sunday Harrison Pond 9.30-11.00- Power
1st and 3rd Sunday
Elk Lake 10.30-1.30- EC12s + Marbleheads
2nd and 4th Sunday
Harrison Pond 1:30-3:00- Small sailboats

In Dry-dock

Geoff Walton is up and about after his recent bout of surgery. He feels so good he is chauffeuring Nels Coombe, who is recovering from an eye operation.

Letters

To the Executive and Membership at large:

I would like to express my deepest thanks and appreciation for the unexpected tribute and Honorary Membership presented to me at the July meeting.

I would like to express my appreciation for the camaraderie, the fellowship, and friendships I have made throughout the many years of participation in the club. The willing exchange of knowledge by club members and the mutual enjoyment of the hobby filled a good many hours of my time. My sailing days might be fewer but still enjoy our Sunday morning coffee get togethers and the monthly meetings.

I know I am inclined to be a bit of a rabble rouser, however, I would like to express my appreciation for all of those who have taken their turn in serving on the executive and doing their part in keeping the club running. It is unfortunate we are more inclined to criticize than to compliment.

Many thanks for the phone calls, the visits at the hospital and at home. Thank you to those, particularly Nels Combs and Bill Huckin, who have picked me up and driven me to the meetings or to the pond.

On behalf of my family, I would like to express our appreciation for the ongoing support shown by the many friends we have made through the club. Their interest and concern is very much appreciated.

Yours truly,

Capt Geoff

Letters (con't)

A round of applause to Romaine. His articles on submarines are excellent!! .He should take up writing for a living. How about publishing his series in booklet form. Who knows, might become a submarine convert. Keep up the good work Romaine.
Ron Wild

THE SUB SUBJECT

In an earlier column I may have mentioned that building model submarines bears a resemblance to writing: both are relatively lonesome activities. On a pure guess, I'd say that less than five per cent of model watercraft hobbyists (both R/C and static) "are into submarines." And I must wonder why. Is it a fear of the unknown? A lack of confidence? Or is it the lack of how-to and why information? None of those potential reasons should be a deterrent. On the contrary. Building subs, to me, may be a bit of a copout. When I look at Fred Stolzenberg's Rita, or inspect one of Ken Lockley's sailboats (and those are only two arbitrary examples) I get an overwhelming feeling of inadequacy, impotence, clumsiness--all features I would not like to be accused of by others. Meanwhile, I needed guidance and inspiration toward building a living, breathing, diving and surfacing R/C model sub. My search broadly followed this path:

After serving my self-imposed apprenticeship as a hydrodynamicist (?) at Harrison Pond, I, on the suggestion of Len Gibbs, contacted Greg Sharp. On a first visit to Greg's workshop (and I hadn't a clue on what to expect) I was blown away first, and knocked out of my (always too-tight fitting) socks next. Put casually to rest on shelves, layers of dust covering some, were five or six meticulously crafted model subs: A U.S.S.R. Alpha, medium- and huge-sized U.S. Navy Permits and Skipjacks, plus Jules Verne's Nautilus and Walt Disney's Seaview. Oh, oh, oh. Navigation lights all over, retracting periscopes. Oh, oh, oh. And ballast tank mechanisms. When I walked out of there, my six-foot frame had (mentally at least) joined the realm of gnomes and dwarfs. How could I EVER come close to Greg's engineering and workmanship?
Fortunately, without saying much, Greg had also given me a sheet of paper. It turned out to be an announcement of/invitation to the SubCommittee's 1995 regatta at Cultus Lake--near Chilliwack. Should I go, or just forget it? I'm sure glad I went.

The June 30-July 1 weather at Cultus was superb. Some 30-odd modelers had brought their subs. Some brought as many as three or four. The variety in types was immense:
German U-boats, American WWII fleet boats, copies of several U.S.S.R. Alphas, Akulas and a huge Typhoon plus, and this is where I really started to drool uncontrollably: many samples of the U.S. Navy's past and current nukes. Simple, no-nonsense, straightforward whale-shaped hulls. Single screws. No deckguns or other embellishments to louse up my life. None of that or it.

By July 2,1995, I began to realize that, at Greg's shop, I'd seen the best. Now I'd also seen the rest. And some of that "rest" had underwhelmed me. Few of the Canadian and American modelers at Cultus reminded me of Leonardo Da Vince. In fact, even at that time, I knew I could do at least as well or better. So I felt compelled to join their SubCommittee organization. I'm glad I did.
The SubCommittee, located but not really headquartered in the U.S.A., is a loosely-structured (yes: it has by-laws) organization that is sharply focused on world-wide sub modelers--both R/C and static. Organized some 10 years ago, its ranks hit the 1,000 mark late last year. A majority of the members reside in all 50 of the States, followed (at a fair distance) by Canada, the U.K., Germany, France, Australia, Japan, Spain, Scandinavia, Holland, Belgium-even Taiwan, Malaysia, Indonesia and Switzerland. Although a move toward forming local/regional/national chapters has been foot

for some time, most of the members survive on contact with the few members they've met or know personally. No way could the SubCommittee expect to have a one-community membership such as V.M.S.S. Membership is far too lean and too geographically dispersed for that. Meanwhile, for several years going now, the SubCommittee holds an annual, mid-summer regatta at the New London, CT, Submarine Base, one in winter at the former Mare Island Yards, in San Francisco Bay, and another one in the "pond" near the White House/Washington Monument, in Washington, DC. Others do like I do: get a few members together at places such as Pine Lake, east of Seattle.

But the SubCommittee's true glue (neither CA nor epoxy) is its quarterly publication of The SubCommittee REPORT. That journal is almost 100 per cent written, edited and published by SC members, for SC members--and is available only to members.

With each issue, I get to know more about sub modeling, and about my fellow members. For a person who is neither a great joiner nor participant, I am truly amazed. Also, through the REPORT, one learns about new products, and where to get them--some at a discount to SC members.

For residents of Canada, SubCommittee membership fees run US$30.00 a year. To keep the volunteers in charge of accounting and membership away from still more work, new members--regardless of what time during the calendar year that they may join--are immediately mailed all of that year's back issues. Join in May; you'll get two, or join in September and you'll get three, plus, of course, one more in either December or the following year's January.

I do not seek free publicity through the Binnacle, but would still encourage any and all V.M.S.S. members to try the REPORT for just a year. Read one 68-page issue, and you might just agree with me. No newsstand hobby magazine tells its interested readers as much as does SCR.

Next month: Visiting the "Russian" sub in New West.

Romanus Unicum

A new Sub!

I was recently attended the champagne launching of Romaine Klaasen' 5 latest submarine and thought others in the club would enjoy the dedication speech given by one of Romaine! 5 neighbor' 5:-

Put out the flags, send off the balloons
Give a loud cheer, sound off the maroons
Send news by e-mail, and repeat it by rote
Persistent Romaine has finished his boat.
Again and again, they said - can' t be done
The sub is too big, it will not fire agon
But onward he went not discouraged by gloom
Shooing away in his little dark room -
Now and then, a clear signal would come
Prepare for the launch, the glad day has come.
But alas - not to be - our spirits were dashed
The bottle of bubbly not to be smashed.
Romaine still not daunted, the systems were tested
Until all was done, not to be rested.
Then all was achieved, and success was in sight
It finally came - Romaine saw the light.
The sub sank on time - the rockets shot high,
And spirits in Joan Crescent soared to the sky.
The raccoons and mink joined in the acclaim
Knowing they could use their own pond once again.

So...
Put out the flags, send off the balloons,
Give a loud cheer, sound off the maroons.
Send news by e-mail, and repeat by rote
That clever Romaine has finished his boat.

Submitted by Geoff Walton

Building a Thunder Tiger Victoria

These little sailboats are popular for a good reason. They are compact and the box contains everything you need to complete the model except a radio. Basically, it's a bargain. It requires a 2 channel radio, but a winch for the sails is not necessary.

I am surprised that no one has done an article for the Binnacle since we have so many of these, so here it is.
Be careful with the solvent - I don't know what it is, but is very powerful.

Julie got a Victoria for Christmas. We enjoy sailing and she was delighted, but didn't have time to assemble it. She asked me to put it together, so thanks Santa. There were a couple of things I wanted to change - the appearance, the rigging which seemed to be unnecessarily complex and inefficient and the watertight integrity.

I started out by researching on the Internet. It is a recognized AMYA class (the rules are quite liberal) and I found pages of modifications people around the world made to the boat.

These modifications incorporate some of the changes made by some real serious Victoria sailors in California, Texas and New Zealand. I decided what to modify based on my experience with EC12s and the Soling One Metre.

Before I started, I painted the name on the side of the hull. This will make it easier to figure out which boat is Julie's in the pack.

I also assembled, stained and varnished the kit stand just to make it different than the rest. I did not assemble the radio box as something else is required and the plywood would be useful for modifications.

Hull Modifications

The keel and rudder mounting tubes were installed per the instructions. I roughed up the brass tubes and the hull so the epoxy has something to stick to. The plastic pieces had to be filed a bit and the corners broken so they would fit properly. The steering wheels and 'winches' were discarded as were the plastic eyelets. They were replaced by hardware store 9/16" nickel plated screw eyes. They were turned into the holes to thread the plastic, backed out and reinstalled after some CA was transferred into the hole using a toothpick. These went into the bow and stern holes, and the centre sidestay attachments.

I didn't do this, but I recommend that you reinforce the deck under the mast step with some light plywood as the deck flexes alot when the boat is rigged.

The hole for the eye for the jib adjustment was drilled out to 3/16" and a modified DuBro #214 waterproof pushrod fitting was installed to act as a fairlead for the jib control line. I used these on my EC12 with success. Another one was installed on the deck (not in the cockpit) on the boats centreline right behind the hatch opening. (These are x" and x" from the bow). At this time the rudder control hole at the front of the cockpit was relieved to 7/16" and a Dubro #3108 Push Rod Seal base was cemented in.

Deck cleats and the main mast step were installed per the instructions. The transom cover scuppers were also opened at an angle. The scuppers as provided go straight through the transom, but it is installed at a steep angle, and the angle effectively closes the holes. I also decided to work with the hatch cover as provided just to save some work. Dave Powell's design is better.

Control Modifications

This brings me to the main modification - the sail control system. The small servo controlling the sails is ok, but very marginal on power. It does not work well if nicads (1.2v vs 1.6 for alkalines) are used, or if there is a lot of friction in the system. It can be simplified and performance improved by adding some adjustments. The sail control arm in the kit was discarded and a new double sided arm made from leftover kit plywood and small eyebolts . The stbd side controls the jib (so the rudder servo doesn't foul it) and port side the main sheet. A new servo tray was made from ply to hold the servos, receiver and switch. The tray is screwed in(so it can be

removed for maintenance) to athwartship beams which are epoxied to the hull. The batteries were moved aft of the tray as this is said to balance the boat better. The end of each sail control line is attached in the hull (the jib to the rudder post, main through the existing exit hole to the cockpit) and are threaded through the eyebolt on the arm and out through the fairleads on the deck to the booms. A great deal of care was taken to reduce friction in this system.

Mast and Rigging

The Jennie Strut was CA'd 33 1/2 inches above the deck and rigged per the plans except stainless fishing leader was used. Only one spreader was used (the big one) and it was CA'd 17" above the deck. Sidestays were also stainless fishing leader terminating in Dubro rigging couplers and clevis. A longer crane was fabricated from aluminum sheet to extend the length to 3", the maximum allowed by the rules. A 1 1/4" dowel was epoxied in the top of the mast, and the mast slit with a saw to accept the crane, which was epoxied in. The backstay is a 30" piece of stainless leader with some braided nylon line attached at the hull end. It runs through a bowsie for backstay adjustment. I also added a forestay by taping a piece of stainless leader to the front of the jib. It is attached to an eyebolt which is screwed into the front of the jib boom and to braided nylon line running through a bowsie for adjustment at the top.

Booms

The kit boom rings were used and split rings were threaded through the small holes. The mainsheet attachment ring was CA'd 7 3/8" after the pivot point so it is directly over the outhaul fairlead on deck. The ring for the vang was CA'd after a new vang was fabricated. A control rod ball joint was attached to the bottom mast ring so it can move freely from side to side. The other end of the rod is a clevis which connects to the boom ring. Adjustment is through the clevis. An eyebolt was screwed in the aft end of the boom for an adjustment to the sail 'bag'.

The jib boom has an eyebolt at each end, the front one for the forestay and the aft one for a sail adjustment and lifting strut attachment. The pivot point is per the plan, and the sheet attachment is 7 1/2" aft of that per Rod Carr's instructions. The boom pivot is just a second split ring attached to the one on the boom ring and to the eyebolt on the deck which has been opened at the front so the mast/booms/sails can be easily removed for transport.

Sails

Kit sails have received mixed reviews, and there are some who say a Victoria performs best with flat sails. So I decided to start with them.

I discarded the metal clips for the mainsail. There is a seam down the front of the sail, so I used a soldering pencil to open small holes at the locations specified. I ran a piece of the stainless fishing leader in the seam and tied the sail to the mast using braided fishing line. The line forms a loop around the mast and the stainless leader so the leader takes the strain and keeps the front of the sail straight. The loop has to be loose enough to allow the sail to move around the mast but tight enough to prevent a gap. Ray Carr's suggestion is to install eyebolts on the mast and thread the stainless leader through them, and I am sure that would be best for a seriously competitive boat.

The front of the jib is attached to the forestay. The back of both sails are attached to the boom by a loop of braided line which allows the sail to move.

Each sail has two basic adjustments. The sheet outhauls go through the split ring on the aft boom ring, then through the front boom ring, then through a bowsie to be attached at the aft ring. This permits adjusting the angle of the sails. The second adjustment is a line attached to the back of the sail, through the eyebolt at the back of the boom and then the same as the outhauls. This permits adjustment of the chord, or 'bag' in the sail.

Proof

The proof of the pudding is how she sails. She has been out once in light air, and I am really delighted. She is fast, highly maneuverable and forgiving. There is enough

mass to carry her through the twilight zones at Harrison, but light enough to accelerate like a rabbit. She still needs a little tuning which will occur rapidly as Julie become familiar with the boat. I've had my fun with it!

Ron H.

"RENO" - A HARRISON YACHT POND TRAINER

This is the first in a series of articles on building "RENO". We now have two completed, David Powell's & Ken Lockley's, with two more under construction, Derek Woollard, Bob Rainsford and Jack Plummer. Several others have shown interest.

The design is a first level trainer with remarkable performance and easy construction for the first time skippers. The design specifications are co-ordinated to be a legal entry in any U.S. One Meter Class event and with the shallow draft fin and ballast bulb option, the low waters at Harrison are no problem.

This all-wood yacht has a simple Vee Bottom with hard chine lines. Seven frames, sides and bottom are all cut from *2.5* mil. Mahogany plywood. No Fiberglas or Epoxy needed as the boat is glued up with UF 109 marine glue.

All fittings are simple model Aircraft parts and available at any hobby shop. The electronics are basic two-channel land use, set up with a sail servo & standard servo for the rudder control. Sails can be easily be home made or purchased from Bob Sterne in Vancouver.

Plans are two sheets of 24"x48" drawings in full size & the third sheet is 36"x48" patterns for most cut outs needed. Plan sets $15.00 to Club Members or Kits or Partial Kits available upon request. Contact Ken Locally, 477-5830. E-mail, *st&45@* pacificcoast.net.

Starting in September, there will be an open Monday Night Workshop for "RENO" builders. Any problems you may have can easily get solved in these evening support sessions.

For anyone requiring more information or wanting to try a 'RENO", come down to Harrison on a 2nd or 4th Sunday, 1-3 PM.

Try a "RENO", you'll like it!

Ken L.

Strawberry Festival, July 11, Beaver Lake

Gorgeous sunshine, a record turnout of VMSS members, and succulent strawberries made for a perfect day. Our fifth year in a row saw the regulars like the Powells, Fred, and Ron Hillsden joined by the Lockleys, Jack Lenfesty, Paul Blanchard and the elusive Rob Woodward(!). Newer members Derek Woollard(A.K.A. 'Scarlet Pimpernel', he's everywhere!), John Mc Hutchion, and Bob Rainsford rounded out our happy contingent. While Ken ,Derek and Paul raced sailboats around a buoyed course Ken set up with his portable dinghy, the rest of us motored around the inshore waters. Not to be confused with calm, however! The same stiff breeze which pleased the sailors challenged the replicas and caused waves higher and more powerful than they first seemed. However, no major problems happened and I was proud that for the first time we completely fulfilled our part of the official entertainment. Exactly as scheduled we were on the water at 1100 hrs. and maintained both sail and power activity continuously until 1400. Also for the first time ALL the crew got their well-deserved strawberries and ice cream. A great time was had by all and my special thanks to everyone for making it possible. With such a performance it's no wonder Kiwanis considers us a fixture at their Festival!

Ron Armstrong

Thought of the month

The nice thing about being imperfect is the joy it brings to others.