



THE BINNACLE

VICTORIA MODEL SHIPBUILDING SOCIETY
Box 45083 Mayfair Postal Outlet Victoria BC V8Z 7G9

JANUARY 1998

Happy New Year!!

FAIR WINDS AND FOLLOWING SEAS TO ALL IN
1998

Dates to Remember



Jan 8th - Meeting - 7.30 Royal Oak Lions Hall
Entertainment - Capt. Hill Wilson will give talk on the
Buoyage System.

Feb 5-8 - Canwest Hobby Show

Feb 12th - Meeting - 7.30 Royal Oak Lions Hall
Entertainment - SWAP AND SHOP

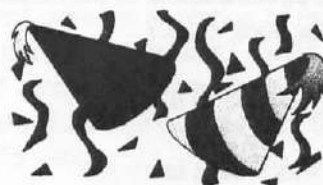
Mar 12th - Meeting - Royal Oak Lions Hall
Entertainment - Romain Klaasen will give a talk on
building model submarines.

Apr 9th - Meeting - 7.30 Royal Oak Lions Hall
Entertainment - "Styrene Modeling for Dummies"

Apr 18th & 19th - Hillside Mall Show

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Regular Events

Every Sunday

Harrison Pond 10.30-1.30

Sundays 1st & 3rd

Sailing - Beaver Lake 10.30-3.00

1998 Executive Committee

President	Ron Hillsden	479-5760
Vice-President	Ron Armstrong	391-0101
Secretary	Paul Morrow	744-5406
Treasurer	Ray Bethel	474-7565
Binnacle	Julie Hillsden	479-5760
Directors:	Ron Wild	478-5430
	Derek Woollard	658-1150
	Scott Ringrose	744-3048

Seen in Passing

A number of members taking in the sights at Butchart Gardens on New Year's Eve. One of them was curious enough to enquire how many light bulbs were required to put on such a spectacular display. The answer - 100,000 plus!!!! Aren't you glad you don't have to pay their hydro bill?

12 from 1912 Quiz

Now that "Titanic" has finally docked at the "Capitol 6" and "University Heights" Cinemas, a little quiz about the most well known sinking of this century: -

1. To the nearest ten feet, how long was "Titanic"?
2. In 1898 a novel written by Morgan Robertson eerily predicted the exact circumstances of the disaster 14 years later. What was the book's title?
3. What company owned "Titanic"?
4. The shipyard which built her was:-
 a) Cammell Liard b) Harland and Wolff
 c) Bassett-Lowke d) John Brown & Co.
5. How many funnels did "Titanic" have?
6. "Titanic" was driven by three propellers. Select the engine arrangement which turned these:-
 a) three steam reciprocators
 b) three steam turbines
 c) wing reciprocators, central turbine
 d) wing turbines, central reciprocator
7. Name "Titanic's" master.
8. What lack of equipment contributed to the collision ?
9. Directly related to the above, what were the highly unusual North Atlantic sea conditions which contributed to the collision?
10. How many compartments could flood without "Titanic" sinking?
11. Which was the fateful ratio of lifeboat capacity to people aboard?
 a) 1400/1800 b) 1100/1500 c) 1700/2200 d) 1600/1900
12. What famous local ship was launched Christmas Eve, 1912?

Ron Armstrong

Incident at Sea

Cont. from the Feb. 97 Binnacle.

{ We pick up the story after this hapless crew had spent 8 days in a lifeboat, 7 days on a prison island and a further 3 days in the lifeboat before being rescued and taken to Paramaribo in the Dutch West Indies. }

We were finally reunited with the rest of our crew in Port of Spain. A passage was arranged for us and dozens of other distressed seamen, plus a large contingent of American construction workers who had been building airfields in Trinidad. We embarked on the steamer "Robert E. Lee" - destination, New Orleans.

The passage was uneventful, the seamen had no money so there was no gambling. On the other hand, the construction workers were the ones who were loaded and gambled around the clock in the saloon.

We were now out of the Caribbean and into the muddy waters of the gulf, we would reach New Orleans in approximately eight hours. However, this was not to be.

I was leaning over the rail near the stern on the upper deck, observing what I thought was a very erratic whale. Suddenly the "whale" altered its course and headed for the ship. I realized, along with other observers that it was a torpedo. It struck stern portside. I was deafened and dazed but unhurt. The engines were dead, alarm bells were sounding, people shouting, and adding to the clamour was the shrieking of the whistle.

The usable lifeboats on the port side were dropped and rapidly became overcrowded. Several large life rafts had been released - people were jumping overboard. I was still dazed but had started to drag a small cork raft over to the rail. Suddenly, out of the saloon and falling down the slanted deck came a large woman, clutching a bag and screaming for her husband. The water was now up to the deck. With a desperate struggle, I pushed the woman onto the raft, we floated away as the ship's rail disappeared beneath us. She clung to the cork raft and I swam to a large empty raft. The ship was now perpendicular in the water and in a mesmerizing, unforgettable moment it vanished. There was no great suction, just a muffled explosion from the boiler. This whole episode, from the hit to the boat's complete disappearance, lasted only six or seven minutes. The screaming woman was dragged into a lifeboat and, after several hours of floating around, we were picked up by shore patrol boats.

The aftermath: Everyone in the engine room, most of the stewards, who were on their afternoon break, plus some of the crew and passengers below decks, including the woman's husband, were lost. The large bag she was clutching contained "free gold". This was available in most South American countries and many of the construction workers had purchased some. During the passage it became apparent that the woman was very deaf and used a hearing horn (this was the hearing-aid of the day). After the trauma of the disaster, her hearing was restored.

After a few days of recuperation in New Orleans, we were sent by rail to New York and paid off - August 4th, 1942

The "Robert E. Lee" was built in 1924 and used on the Boston to New York run. Its length was 376 feet, weight 5200 tons and speed, 16 knots. It was slightly smaller than the "Princess Marguerite".

Bill Birch

News from the Basement Boatyards

The "SS Princess Maquinna" was launched on Dec. 24th 1912 and entered service Jul. 13th 1913. Ron Armstrong test floated his "Princess Maquinna" on Christmas Eve '97.

Twentieth Century Fox and Paramount Pictures unveiled their 9/10th scale model of "RMS Titanic." The model is 775 feet long and was repeatedly sunk in a 15.4 million gallon sea water tank! This model is twice as long as the "Queen of Esquimalt!" (Ed. note - If you haven't seen the movie, it's well worth the price of admission and the butt-numbing 3 hours and change.)

The Hillsden yard is busy with two miniature tugs - "Theodore's West Coast Cousins".

Sailing News

By Ken Lockley



I'd like to start off by thanking the outgoing '97 Executive for providing coffee and donuts at the December meeting.

The social atmosphere was great and there were about 12 models on display. Lots of model gab and good exchanges of ideas.

BRASS BITS, TAP & DIE:

At the last meeting, I had my latest model "RETRIEVER" on display. Several of the fellows asked about making the brass fittings and how I went about them. When I started the schooner, I had decided that there would be no bought fittings, with the exception of the propeller. This decision dictated the scale that I would have to work in. The type of model and consideration of my personal ability with small metal work, dictated that 1" to the foot scale would be about right. All brass used, is typical K. & R., hobby shop 12" lengths. Miniature screws were purchased from Lee Valley Tools, sizes #0, #1, #2, lengths of 1/4" to 5/8" in flat head or round head are available at the best price I have seen anywhere. At the time of planning I discovered Coles' Power Models, Inc. (address to follow) which carry an extensive line of miniature tap & dies with right or left-hand thread and their delivery was quick and efficient.

Do Bru Products carry blind nuts and other items that can be modified for your needs. Much of what they produce comes with the 2-56 thread. This in conjunction with K&R rod size #.70 and the appropriate 2-56 die gives a lot of scope for modelling fittings of any type. I had the opportunity to purchase an inexpensive used metal lathe that has added so much more interest for me in the making of these brass fittings. I hope this is of some help, and if anyone has any further questions, catch me at a meeting.

Lee Valley Tools (page 112 - 97/98 catalogue)

PO Box 6295

Station J

Ottawa, Ont.

K2A 1T4

1-800-267-8761

Coles Power Models Inc.

PO Box 788

839 East Front Street

Ventura, CA

93002

805-643-7065

Du-Bro Products Inc

PO Box 815

480 Bonner Road

Wauconda, IL

60084

800-848-9411

Editorial

Well, the turkey is finally finished, most of the fattening extras are eaten and Christmas has been put back in its boxes and stored in the basement. Now it's time to make - and break - some New Year's resolutions. No doubt many of us are resolving to shed the extra pounds that have appeared over the last couple of weeks! One good thing about the "blizzard of '96" was that we all got some much-needed exercise, shoveling mountains of snow! I have it on good authority (from a relative with a barometric knee joint) that we will have to look elsewhere for exercise this year.

What's happening in the Basement Boatyards? Give us a call with your updates and we'll put 'em in next month.

I hope Santa was good to you all and wish each and every one of you calm seas and following winds for 1998.

Julie



From the Bridge

We would like to thank our outgoing directors - Bill Birch, Bill Barker and Jack Plummer for their years of service on the Executive Committee. B.Z. Bill, Bill and Jack!

This is the agenda I propose to use for all general meetings:

1. Welcome
2. Introduce Directors, new members and guests
3. Members introduce their boats
4. Minutes
5. Other business
- ~Break~
6. Entertainment
7. Question and Answer session

This agenda was developed by your directors, but we are open to suggestion if you think something different is appropriate.

The "other business" in January is the amount of dues. I realize that it's a bit late to take to the members in Jan., but we'll do what we can and sort out the fiscal year in the next couple of months. Basically, our hall rental payments, liability insurance and the Binnacle use most of

our membership dues. Anything else we buy is funded by donations or raffles. The dues haven't increased for years, and we have been cost cutting, so there isn't much more we can trim. Your executive is recommending we increase the dues to \$30.

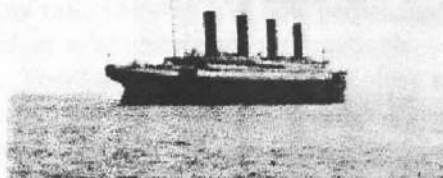
Related to that, we found that we have been issuing "family" memberships. Our Constitution doesn't allow for them. We have Senior Members (over 16 yrs), Junior Members (12-16) and Associate Members. Senior Members pay full dues, Junior Members pay ½ dues and Associate Members (spouses) are free but they don't vote. If a spouse wants to vote, he/she will need a Senior Membership.

Anyway, enough business. Your executive is excited about the coming year. Mark the coming events on your calendar! See you at Harrison Pond and/or Beaver Lake.

Ron H.

Answers to Quiz

1. 880 feet (882 actual)
2. "The Wreck of the Titan."
3. White Star Line
4. B
5. Four
6. C
7. Captain Edward J. Smith
8. Shortage of binoculars for lookouts
9. Flat calm, no moon, hard to see iceberg without reflection or breaking waves.
10. Four
11. C
12. Canadian Pacific's "Princess Maquinna"

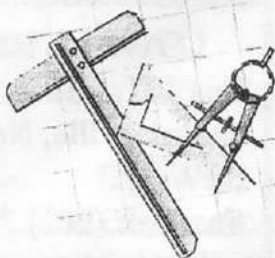


Tech News

PAINT TIPS

A good paint job can't hide poor workmanship, but a poor paint job will hide good workmanship.

If you are like me, you probably dread painting. The appearance of the model, no matter how well built, depends so much on the paint job.



Waterlines

There are several methods for getting the waterline correct. It's a little tough to eyeball sometimes because the hull usually has a complex shape.

One method is to fill your bathtub with water and add either a few drops of vegetable oil or chalk dust (from a hardware store - for chalk lines). The chalk or oil will float and cling to the hull when you 'sink' it to its waterline. Put a thin strip of masking tape over the line left by the chalk or oil, and then another strip above and below it. Remove the middle strip, clean and paint the exposed area between the two remaining strips of tape. Avoid ripples in the bath tub - or your line will be wavy!

Another method is to determine where the waterline is at the bow and stern, and devise a fixture which will hold the WL at each end the same distance from a tabletop. It doesn't matter if the hull is keel down - it's probably easier up side down. Then make a simple jig to hold a pencil at the waterline height and simply move it around the hull to draw the waterline. Then mask and paint

Masking

I prefer a low tack tape when I can get it. An excellent tape is PARAFILM M. This is a low tack, conformable, stretchable tape developed for surgical purposes. Testors packages it in 2" wide rolls which means you will probably have to apply it to a clean piece of glass and cut it to the width you need. I heard Johnson & Johnson waterproof first aid tape is also good, but haven't tried it. 3M markets removable Scotch Magic Tape, but sometimes it likes the paint a little too much, so test it with your paint before you use it on a big project or you may have an unpleasant long line of goo. The ideal tape was drafting tape, a low tack masking tape, but you probably can't get it in the days of computer drafting. When I use masking tape, I get it from an auto body supplier. They can provide it in thicknesses down to 1/16"

which means you don't have to cut it to width. The thing to remember with the paper based masking tapes is to burnish the edge down with your thumbnail to prevent the paint from 'bleeding' under the tape.

If you are masking over a painted surface to add a colour, the tape and other masking material should be removed as soon as possible to prevent the solvents from being trapped and thus softening the paint which is already there!

A good technique for masking is to mask your line with tape, and then straddle the edge of a piece of newspaper with wide masking tape and use the overhanging tape to attach the newspaper to the first piece of tape already on the model. Check to see you have a good seal. Burnishing the edge here is easier than the first piece and good insurance against overspray.

Pin stripping

You hot rodders from the 50's and 60's will probably remember the pinstripping 'brush' - a little bottle of paint with a wheel which applied the paint? Well its back - as a hobby item. I guess they figure the hobby crowd haven't discovered the mylar stripping tapes in the automotive stores. Any width and colour you want. Don't beat yourself - use the mylar tape.

To be continued next month.

Building Tips

BENDING WOOD

Have you ever needed to bend wood into a curved shape and to do so would cause the wood to crack or break? Here is an easy way to uncompliment the task. Soak the balsa or basswood in a 50:50 mixture of ammonia and water. Then bend the wood around a pre-made form and hold it in place with rubber bands, pins or clamps until the wood dries. The ammonia in the water causes the wood to become soft and easy to bend without breakage - more so than just a water soak.

The soak time depends on the wood, its thickness and size. A little experimentation will be needed here to get it right. There should be no worry about going too long, but don't overdo it. If you are using Cyanoacrylate (CA) glue, the wood can be a little damp when glued, but for best results, the wood should be dry before the glue is applied.



Ed. This article was "borrowed" from the Mesa (Arizona) Model Yacht Club newsletter.



**Pacific Coast
Savings**

Sponsored our Regattas!

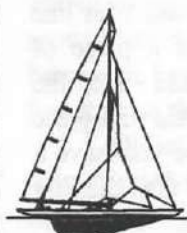
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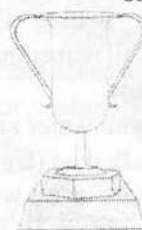
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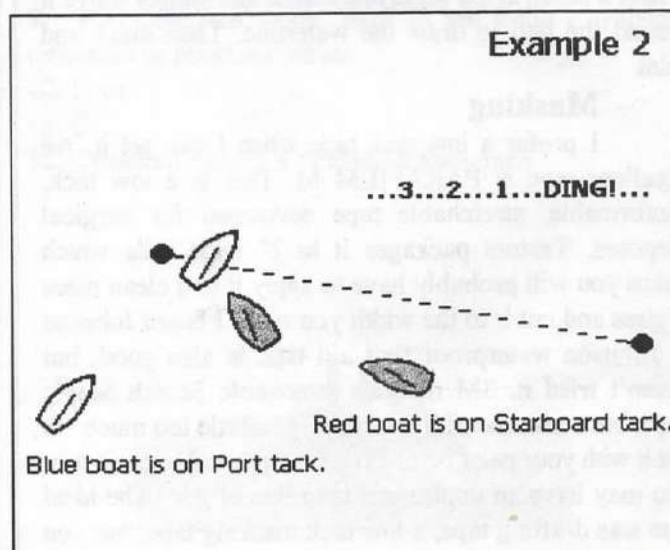
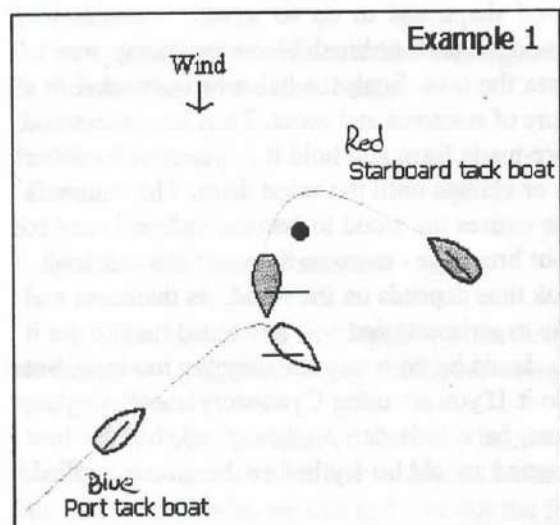


More on New Sailing Rules

Rule 16 Changing Course

When a right-of-way boat changes course, she shall give the other boat room to keep clear.

The new rule is more permissive by allowing the right-of-way boat to change course as long as it gives the other boat enough room to avoid her in a 'seamanlike way'. If a boat on stbd tack can luff up to obstruct a boat on port tack as long as the boat on port tack has room to keep clear without making a crash tack. Example 1 would be a protest against the blue boat under the old rule. Now, the blue boat did bear off and try to avoid the red boat, so the red boat (with right-of-way) must give room for the blue boat to keep clear per rule 16.



Example 2 is the start of a race. If the right-of-way boat (red) changes course, it must give the other boat room to keep clear. The red boat can no longer expect the blue boat to give-way because she can only change her course if she gives the other boat enough room to avoid her in a 'seamanlike way'.