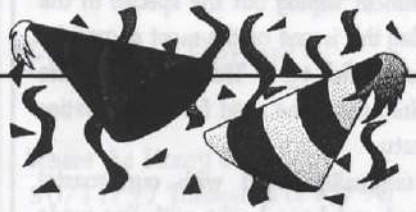
THE BINNACLE

VICTORIA MODEL SHIPBUILDING SOCIETY
4203 Panorama Drive Victoria, BC V8X 2M8

January 1999



Happy New Year!!

CANWEST HOBBY SHOW IS COMING UP!!

Please bring your models out to display at the Canwest Hobby Show Feb 4-6. This is a hobby display with static and operating models. We and the Model Railroaders usually have operating and static models, and the International Plastic Modellers Society have static. There will also be other hobby groups or hobbiests.

Where: Canwest Shopping Centre, main entrance, Jacklin Road, Colwood

When: Set up is ~~Thursday Feb 4~~ WED. 3. We can start setting up tables and filling the pool at 5:00. You can bring your models in up until 9:00. Please don't show up at 5:00 unless you are helping set up - the tables won't be ready!

Take down is 5:00 ~~Sunday~~ SAT. You can get your model after 4:30. The pool will be set up, so please charge your batteries We will determine if there is a mini-regatta on Saturday at the January meeting.

There will also be scale judging for those who wish to enter. The rules we adopted are a maximum of 118 points - hull-26, fittings-20, deck assemblies-13, superstructure-26, fine detail-13 and finish-20. We are using SSMA rules except that if the prototype did not have one of the items being scored, ie a superstructure, the model will receive prorated points based on the points received for the rest of the model. A reminder: if a model won first place in the past, it is considered retired from competition but we would like to see it displayed as it is obviously one of our best!

Dates to Remember

Feb 4-6 - Canwest Mall Hobby Show
Feb 11th - Meeting - Royal Oak Lions Hall
Entertainment - Fiberglass over a form - Ron Hillsden et al
Mar 11th - Meeting - Royal Oak Lions Hall
Entertainment - Thrifty Submarines - Mike Gibson
Apr 8th - Meeting - Royal Oak Lions Hall
Entertainment - Small sailboat workshop (Victorias etc.) Use big boat techniques - Dave Seager

Regular Events

Every Sunday	Harrison Pond	9.30-11.00
1st and 3rd	Beaver Lake	10.30-1.30
Sundays	R/C Sailing - combined classes - All Welcome	

1999 Executive Committee

President	Ron Hillsden	479-5760
Vice-Pres	Ron Armstrong	391-0101
Secretary	John McHutcheon	388-4743
Treasurer	Ray Bethel	474-7565
Binnacle	Julie Hillsden	479-5760
Librarian	Derek Woollard	658-1150
Directors:	Ron Wild	478-5430
	Paul Blanchard	477-6316
	Scott Ringrose	744-3048
	Dave Seager	474-5415

New Club Address

The Mayfair postal outlet is closing. After some deliberation, your executive has decided to do without a mailbox rental. All club mail should be addressed to Ron and Julie Hillsden - 4203 Panorama Drive Victoria BC V8X 2M8

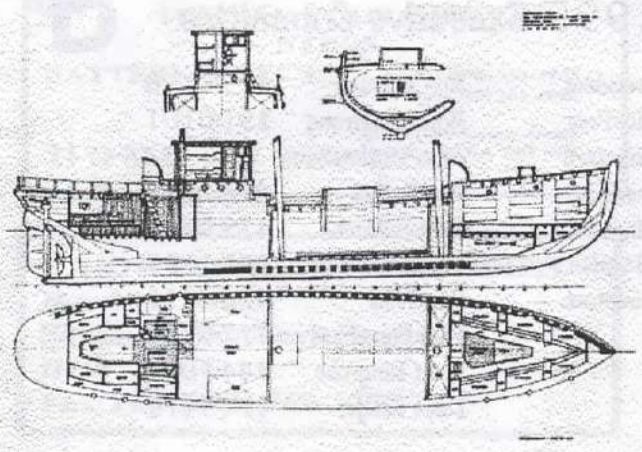
The North Pacific Halibut Schooners

By Ken Lockley

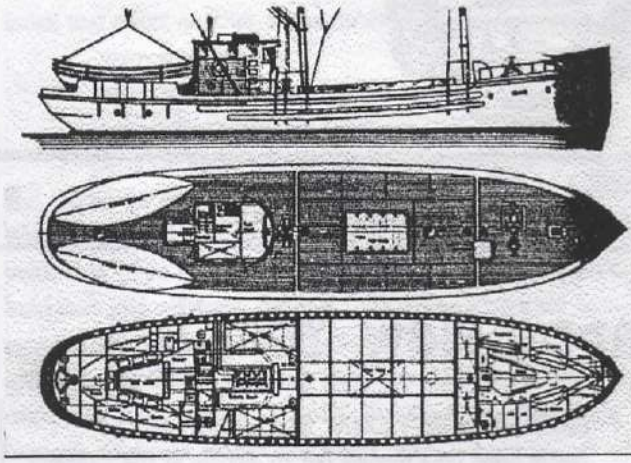
From Cape Flattery to the Bering Sea, the International North Pacific Halibut Commission controls the halibut stocks from over fishing. After almost wiping out the species in the early part of the century, today this is one of the most successful treaties in the world for a specific fish type. The problems in the Pacific Salmon Fishery certainly show the need for more treaties like the Halibut Fishery Treaty.

This fishery is originally linked with our coastal Aboriginal Tribes using wood and bone hooks with line made from kelp. The first commercial fishery of the North Pacific Halibut is just over a 100 years old. The first vessels deployed were Grand Banks type Schooners with their Dorymen. Next came the steam driven steel ships usually built in East Coast yards.

Featured here are two locally built {SEATTLE} halibut schooners circa 1920. Our plentiful supply of good timber and shipyards with lots of experienced shipwrights kept the Halibut fishing industry using wood constructed schooners from 1920 to the 70's. In 1975 Seattle still had fourteen wooden schooner hulls powered with modern diesel engines.



The drawing of "ATTU", (74'X17'4"X8'6"), out of Seattle shows the massive stem and stern construction, the keelson is made up of 2 timbers 8"X14", sistered together using heavy scandaling throughout with oak ribs and 2 layers of Douglas fir planking. "Attu's" fish hold carried 70,000 lbs of cargo, also 700 gallons of water and 3000 gallons of diesel fuel. Her original power, at the time of launching in 1924, was a 125 H.P. 4 cylinder Atlas-Imperial Diesel.



The drawing of "IDAHO" shows her dory deck as well as accommodations. She was built with the same type of construction and each boat served their owners well for many years.

For contrast from the Halibut Schooners, which were deep water vessels, Doug Allen is building a B.C. designed vessel for the inshore Halibut Fishery. Looking forward to seeing it on the pond.

In Drydock

Best Wishes to Geoff Walton who is recovering from surgery and to Doug Allen who is hobbling around on a bum knee.

The Treasurer wants your money!!

OK folks, it's January and ya'll know what that means.

1999 dues are now being accepted by Ray. Pay him at the meeting or mail a cheque to the NEW address. $30, please and thank you!

Editorial

Happy New Year to you all. Was Santa good to you? I must have been very good because he brought me a "Victoria" sailboat kit. I'll have to pay special attention to Dave Seager's talk at the April meeting!

Well, one more year to the year 2000. Are we going to have anarchy when everything from clocks to bank machines refuse to work after midnight on Dec. 31st 1999? I don't think so. The Binnacle office computer is set up for Y2K so, providing Canada Post has its proverbial you know what together, you should get a January 2000 Binnacle!

Are we going to have some new models to see at the Canwest Mall Show? Sure hope so. See you there.

Julie

From the Bridge

Happy New Year!

I don't have a big formal plan for this year, but we will continue to tweak last years plan. Ron Wild will be the membership director as the job proved to be difficult for either the Treasurer or Binnacle editor to stay on top of. He will coordinate membership lists so we can better keep track of you!

Publishing the financial reports in the Binnacle has worked well, so we will try to publish highlights from the minutes. In addition, we will make more effort to publish directions for participating in events so new members and those missing meetings know how to join in.

The entertainment part of the meeting will be decided by executive as a whole again. Your executive will be happy to receive suggestions for this coming year. We want to give you what you find valuable. Let's make this an interesting and FUN year!

Ron H.

Minutes of Jan. 4th Exec. Meeting

Minutes of previous exec. and general meetings read by John McHutcheon and accepted.

Correspondence - Bank statement and 2 copies of Knots and Splices.

Treasurer's Report and payment approvals - Ray reported that our application regarding the Societies Act was returned; after discussion it was decided that Ray will resubmit our application with covering statement. Exec. approved our registration fees for the Society Act and for the rent to be paid for the next six months.

Canwest Mall Show - setup volunteers and a judge to be decided at the Jan. 14th general meeting.

Club Post Office Box - discussion to keep it, move it or renew it for another year. It was decided not to renew it but to change it to Ron H's address.

Financial Report

Where the Money Goes
30/11/97 Through 31/12/98

INCOME CATEGORIES	
Other Income : Annual Dues	1,845.10
Other Income : Donations	746.00
Other Income : Clothing	186.20
Other Income : advertising	120.00
Other Income : Lotteries	89.00
Other Income : Regatta entries	59.00
All Others	15.52
TOTAL INCOME CATEGORIES	3,060.82

EXPENSE CATEGORIES	
Job Expense : Binnacle / Stamps	665.38
Bills : Rent	600.00
Insurance : Liability	600.00
Leisure : Chri. Party/Coin Machine	215.00
Leisure : Batteries wood	102.57
Job Expense : Engraving	86.34
Miscellaneous : P.O. Box Rental	74.90
Miscellaneous : Flowers/ albums	47.24
Job Expense : Library	42.80
All Others	34.71
TOTAL EXPENSE CATEGORIES	2,468.94

GRAND TOTAL	591.88

Quote of the Month

"Do unto others as they will do unto you - but do it first!"
Anonymous

Tech Tips

Lead Corrosion In Exhibition Ship Models (This is an extract from the Nautical Research Journal 43:1, March 1998, pp. 32-41.

Lead has been a popular metal for fabricating fittings for exhibition ship models. It has been attractive because it is easy to obtain, it is soft and easy to fashion, and it melts at a relatively low temperature.

However, lead fittings frequently corrode. Corrosion may be so severe as to completely consume the piece, leaving behind a white or gray residue popularly, and aptly, called "lead disease," "lead rot," "lead cancer," or "lead bloom."

Solder, commercially produced fittings, homemade castings, parts fashioned from old toothpaste tubes, and even air gun pellets, all made from lead, are commonly found on ship models.

The chief category of substances acting harshly upon lead are organic compounds and acetic acid is among the most destructive of these carbon compounds. Acetic acid acts upon lead and transforms it into lead carbonate (white lead).

Lead fittings can be exposed to acids through the atmosphere within a ship model display case and by direct contact with wood. To a lesser extent, many commonly used paints and glues may also contribute to an acidic environment. Certainly, for many ship models, wood is the major contributor of acetic acid. Concentrations of this acid as little as half a part per million can cause damage to lead components.

Finally, our general experience over a two-decade period is that lead fittings on models displayed in plexiglass (cast sheet acrylic) exhibit cases corrode more rapidly than those displayed in glass cases.

While polycarbonates have been rated as non producers of acetic acid,there are some current conservational concerns about acrylic sheet. We cannot yet explain this, and more study needs to be done.

Electroplating is a good way to prevent lead corrosion. There are two drawbacks to electroplating. Some superfine relief detail may be lost, and the process is somewhat complicated and fraught with safety, health, and environmental hazards.

Many model builders should avoid lead fittings. While brass, bronze, or copper is suitable, britannia metal, which is usually composed of 89 percent tin, 7.5 percent antimony, and 3.5 percent copper, is frequently used to replace lead because it is easy to cast.

A simple way to prevent woods from off-gassing acetic acid would seem to be to seal the wood using an acid-impervious coating. But most kinds of wood sealers, paints, and clear finishes are notimpervious to the passage of acetic acid from woods, and indeed, the coatings might further contribute to the micro-environment problem. To date, researchers have found no product which can be applied as a liquid and which fully seals wood to suppress the emission of acids.

Lead is a toxic substance which may enter the body by breathing or swallowing lead dusts, fumes, or mists. If food, cigarettes, or your hands have lead on them, lead may be swallowed while eating, drinking, or smoking. Once in the body, lead enters the bloodstream and may be carried to all parts of your body. Your body can absorb some of this lead, but if there is continued lead exposure, your body absorbs and stores more lead than it can eliminate. This stored lead may cause irreversible damage to cells, organs, and whole body systems. After exposure stops, it takes months or even years for all the lead to be removed from your body. One of the easiest ways to control lead exposure is by following good hygiene practices. Always wash your hands and face after being exposed to lead dust.

Sailing News

"Victoria Class Rules request for Change #1". We have quite a few Victoria sailors, so they may be interested in knowing that there is a proposal to change rules to improve the Victoria's sailing utility. In a nutshell, in order to solve excessive heeling and pointing tendencies, and adjustable mast step and longer jib boom will be permitted as will lighter masts and spars. There are also some clarifications. If interested, contact your editor (now the proud owner of a Victoria!) for the full blurb.

In other news, AMYA has mandated a new starting tape. You can order it from the AMYA or download it from the internet. The scoring system for EC12s is being discussed and opinions are being sought. It appears the top 3 contenders are the NORC (Northwest Racing Circuit), HRS (Heat Racing System) and HMS (Heat Management System). You can get details from the Seattle MYC.

There is also a proposal to change the Appeals process.

The Sub Subject

During 1998's dying month, I made the reckless commitment to write about the 1:96-1:100-scale Trident missiles which, upon its completion/commissioning, my 67"-long Florida (SSBN-728) model is going to kick up from the depths of Harrison's pond.

Many of you, as early as during our Spring 1997 regatta, witnessed the numerous underwater launches of my experimental, hand-fired "X" prototype. The less inhibited among you wanted to know how the S.O.B.-ing thing works. I'll avoid doing what teachers and text pretend to first say and then do: "It's quite simple," and then give a complex, convoluted, highly technical and esoteric explanation. No, no, no, V.M.S.S.-ers, it IS simple, and even without sketches, I'll KEEP it simple—the basics that is—execution's something else.

The model Tridents themselves are simply 3-1/8"-long Propel gas containers, cut from 13/16" O.D. PVC tubing. At the top, they are sealed with a bulkhead (5/16" thick, cut from a Lexan rod, bought at Pelagic) in which a 5/16" hole is drilled. In that hole, a 5/16" Schroeder valve is glued (costs ± $2.00 at Coast Industrial) with Weld-On 4052 (from Industrial Plastics). In the bottom, a second bulkhead is drilled out 1/4". In that hole, I glue a length of 1/4" O.D. silicone tubing, with an I.D. of 1/8"—in which a to-be-examined 1/8" O.D. brass pin fits nice 'n' snug. The general idea is to fill the container-missile body with gas at ± 65 lbs p.s.i. through the valve, and keep the gas in the missile body, thanks to the 1/8" pin inserted in the 1/8" exhaust. For looks, the Schroeder valve is covered with a screw-on cap-cum-warhead.

So there we are. Load the rocket with Propel gas, fix it in the launcher, take Florida out to Duck Island, submerge her to the pond's bottom and launch the Tridents: Nos. 21, 22, 23, and 24. How's that done?

First: the 1/8" pins. These are 1-1/4" long, and have an "L" shape. The lower part of that "L" is a squared-up 1/8" brass rod, and measures 5/16" horizontally. In the bottom of the missile launcher (fixed in the hull), there are slots that measure a generous 1/8" by just over 1/2". These enable the pin in the Trident to be twisted 90° clockwise, thus locking the rocket into the boat. The pins, by the way, are pushed about 1/4" into the exhaust nozzle of the rocket. Now: launching them.

The way the Tridents are sent 40' to 50' aloft reminds me somewhat of opening a champagne bottle—you unbottle the cork; you do not uncork the bottle. In Florida, the pin stays in the boat, but the missile is lifted off its pin by a 1/2" lever that sticks out of the 1/8" shaft that is operated (twisted) by a servo. That shaft runs length-wise from the servos inside the pressure hull through the two launching tubes that it services. These shafts run parallel: Nos. 22 and 24 to port; Nos. 21 an 23 to starboard.

For the launcher, which I've rebuilt/re-engineered some four or five times, it is important to use tubes into which the 13/16" O.D. missiles fit fairly closely. To that end, I bought 15/16" tubing, with a 7/8" I.D. Failing that, the twisting action of servo and cam will tip the Trident over, instead of up. That leads to lots of action, but no launch.

Operation of the Tridents takes three servos. One watertight job that operates the missile hatches/doors in port and starboard pairs; on a progressive channel, and two inside the pressure hull that turn clockwise and the other way, as ordered by two on-off channels on the Ace FM radio system. The rockets, of course, can be launched in Nos. 21 to 24 sequence, but it is quicker to launch 21 and 23 first, and 22 and 14 next. That way, the port and starboard pairs of hatches have to be opened and closed only once. Incidentally, much as I'm the builder, I've labeled all the functions on the TX as clearly as I could. It's just too easy to get confused in the heat of battle, and launch Tridents into still closed doors. Bubbles and much underwater hissing is not what I was after.

I mentioned earlier that the systems(s) is/are simple, but that the execution, i.e. building/tuning is something else. The difficulty arises in the fit of the 1/8" pins into the missiles' lower bulkhead. Too tight, and the launcher can't push 'em up and off; too loose, and gas will seep out before launch.

The 3-1/8" length of the missiles, I should mention, was a calibrated size—resulting from much experimentation. If they were any longer (and the 1:100-scale Florida is deep enough for that) the missiles soar higher than is desirable with the City Parks Department as well as their recovery from Harrison's Pond in mind. A U.S.-based member of the SubCommittee had Tridents going up as high as an estimated 90 to 100 feet.

As a footnote: the gas-propelled rockets should be chilled with a brief blow-through of gas (1/8" pin out) before charging. With warm air inside their chamber, they resist a full, ± 1/2 oz. charge of propel. Also note that the mini Tridents launch much more forcefully from the submerged rather than the surfaced model—never mind an onshore launch. Water, of course, gives the outrushing propel gas a much more solid kick-off base than air.

Do wear a heavy glove on the hand with which you hold the Tridents when charging them. That propel gas, when it releases, is colder than a prostitute's heart on the North Pole, during the first week of January.

In next month's Binnacle, read my brief tract, dealing with Florida's safety or rescue buoy. More grief.
Romanus Unicus

Finding our Hobby on the Internet

Like a library run amok, the net contains an incredible amount of information. If you are new to browsing, these tips will get you pointed towards model boats/ships.

A few good places to start are:

www.seaways.com is the site maintained by Dr Clay Feldman, publisher of Ships-in-Scale magazine. His mission is to teach model ship building.

www.Naut-Res-Guild.org/ is the Nautical Research Guild, also a premier model ship site.

warship.simplenet.com/ is a site aimed mainly at the warship enthusiast, and mainly for plastic models, but the research resources can't be beat!

There are several sites which index links to model boat related sites. These are lists of sites, not search engines. If you type in the name of the index, you can click on any link you like and use the 'back' button on your browser to return to the index and select another. Some model boat indices are:

www.zendner.com
www.arrakis.es/~mny/directory.html
www.rcboatlinks.com/

And for radio repairs, see www.repairfaq.org/filipg/ and follow the links to Fil's RC stuff.

Want to talk to other modellers on the Internet? There is a voice chat room at ww.seaways.com for those who have the hardware and software, but most use email. There are two types of discussion groups. One is the unmoderated discussion group on the Usenet (actually there are about 50,000 discussion groups on the Usenet). You can subscribe to one through your mail reader. The news group we use is rec.models.rc.water, although there is sometimes interesting chat on rec.models.scale and rec.models.rc.

There are several moderated discussion groups for model boats. The two best ones are available through www.seaways.com and warship.simplenet.com/. Just follow the instructions and you will start getting email on a list from modellers all over the world! *More next month*