



THE BINNACLE

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

May 1998

Another Successful Hillside Show

This was an interesting evolution from previous shows. The public's degree of energy was high on Saturday and there was a lot of interesting conversation. The mall had us on their marquee, and that brought a few people in which probably helped.

The usual eye candy stopped the fast moving shoppers long enough to have a look around at everything. Polished wood and brass is always a show stopper for the general public. People with special interest were also rewarded with the good mix of models displayed.

Several new boats debuted at this show, and the quality of workmanship and innovation is getting very high.

We also managed to keep something moving in the water most of the time. Geoff's tanker (BIG) and Bill's police boat (NOISY) were popular.

There was also a sinking which provided some light entertainment. One of the little Lindberg based Theodore tugs was unseen in traffic and capsized after a collision. All concern evaporated when the salvaged little tug came up crosseyed!

Paddle boat races again proved popular with the kids. No prizes this time, just suckers for all contestants.

An interesting sidenote is that although we have included our email address on handouts for the past couple of years, this is the first year we have received comments or questions back by email. Quite a few, all complimentary, some passing on info to modelers, some asking questions.

The members present had a good time as did the public. The best part for our volunteer crew was the end. We got a PUMP! It drained the pool in 12 minutes so everyone got a warm meal Sunday!

Dates to Remember

May 14th - Meeting - Royal Oak Lions Hall
Entertainment - Sailing - Building Sailboats
June 11th - Meeting - Royal Oak Lions Hall
Entertainment - FineTuning your models - just in time for Regatta season!
June 21st - REGATTA at Harrison Pond
July and August meetings at Harrison Pond
Sept 5th, 6th, and 7th - SAANICH FAIR
Sept 10th - Meeting - Royal Oak Lions Hall
Entertainment - Ron Wild will demonstrate converting plans to plank on frame.



Regular Events

Every Sunday
Harrison Pond 10.30-1.30
Sundays 1st and 3rd
Sailing - Beaver Lake 10.30-3.30

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Letter to the Executive

This letter was read by the author, Larry LeBoeuf, at the April meeting. It is printed here for the benefit of those members who were not able to attend.

Having been mentioned in the March "Binnacle" regarding the static competition at the Can_West Mall and, more importantly, an active member of VMSS, I feel it my duty to enter this submission for consideration. I do so without criticism or disrespect to our judges of the static competition. Having been a judge for many years I know full well that it is a thankless job at the best of times and that you can never please everyone - nor is it the task of a judge to do so. Rather it is the judge's duty and responsibility to rate in an unbiased manner according to the rules and laws set down at the time of competition. I believe that our judges fulfilled this obligation. However, I do feel that the existing rules are inadequate. I strongly believe that judging must also appear to be impartial, that is a judge must not be involved in any way with the competition being judged i.e. must not be a competitor. For an event (of any kind) to be assessed fairly, judging must be carried out in a uniform manner and the use of a substitute judge breaks this harmony. Every judge has his or her standards therefore the same judges should be used throughout the event. Surely this should not be difficult to attain as I notice that of the 26 entries judged, it represents only 12 of our members. International standards dictate that "team judging" or "collaboration of judges" are not allowed but rather each judge should assess entries independently, then the results of all judges should be tallied and averaged accordingly. In this manner individual judges are not influenced by other judges.

I believe the categories currently shown on our judging sheets are discriminatory. Each model should be judged according to the accuracy of vessel it represents. If, for example, a superstructure is not meant to be on a specific vessel, it should not be penalized for it's lack of same. If this were in fact true, should a sail boat be rewarded extra points for the presence of its sails?

What is the answer to the dilemma? One suggestion is the elimination of the superstructure category as well as any element not common to all models allowed to enter an event due to the discriminatory nature. Another suggestion may be multiple vessel categories or newly created elements such as "Quality of Workmanship" or "Overall Appearance". In any case, each element on the judges' sheet should be accurately defined in our regulations along with a guideline for the appropriate deduction - for example, an orange peel finish may receive a deduction of 2

to 6 points depending on its severity or a poorly finished boat may be deducted up to a maximum of 15 points.

The resolution to our problem should not be done hastily and will certainly not come about in one meeting. I would suggest that whatever is considered be committed to paper and distributed to members for further consideration and/or revision before final adoption. I do not foresee this dilemma being completely resolved but rather a single step in the evolution of competition.

I will not comment on the regatta as I have not been a part of nor have I witnessed a regatta put on by this club.

Respectfully Yours

Larry LeBoeuf

Ed. Proposals discussed at the meeting can be seen on page 4

Welcome new Members!



A warm VMSS welcome is extended to the following new Members.

Mike Wheatley, Bud Read, and Richard (Dick) Reed

Mid-Island Modelers Show

Ray Bethel reports that the above show held in Nanaimo on April 23-26 was excellent. Ray was extremely impressed with the caliber of models on display. Some of the "hardware" awarded is now in Ray's living room, he won 3rd place for his tug in the static competition and 1st and 3rd places in the steering competition. Congratulations Ray!

This month's Funny

A grizzled old sea captain was quizzing a young naval student. "What steps would you take if a sudden storm came up on the starboard?"

"I'd throw out an anchor, sir."

"What would you do if another storm sprang up aft?"

"I'd throw out another anchor, sir."

"But what if a third storm sprang up forward?"

"I'd throw out another anchor, captain."

"Just a minute, son. Where in the world are you getting all these anchors?"

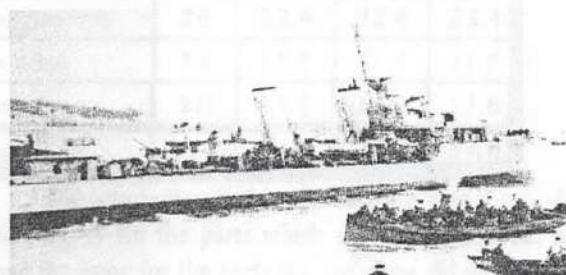
"From the same place you're getting all your storms, sir."



Editorial

Last Sunday, I took part in the annual "Battle of the Atlantic" parade with my Sea Cadets. During the Memorial service at the Legislative buildings, the bell was rung 33 times - once for each of the Royal Canadian Navy ships that were lost during the second World War. Lost with those 33 ships were 1,308 seamen - most of them young men in their late teens or early twenties. In the parade was a marching division of WW2 navy veterans, many with tears in their eyes as they remembered lost shipmates. Once again I was struck by the thought "who will remember when the veterans are all gone". Once again I was amazed by the number of people who came up to us and asked what the parade was all about.

Last November I had the pleasure and privilege of meeting a gentleman by the name of Brian Hanson. Brian was below decks on HMCS Fraser on the night of June 25th 1940 when she was involved in a collision with the HMS Calcutta. His account of the collision and its aftermath is both tragic and hilarious - for example, he knew he had to take off his clothes in the oil-saturated water in which he found himself, but he nearly drowned in his efforts to take off his socks! To this day he doesn't know why it was so important, at the time, to remove his socks. Brian was reassigned to the HMCS Margaree (newly refitted and formerly HMS Diana). On October 21st 1940, during her first voyage with her new name, Margaree was involved in a collision with the MV Port Fairy and lost. Brian was one of 86 seamen who survived both disasters.



HMCS Fraser off St. Jean de Luz during the evacuation of France, June 25th 1940. She was lost that evening.

Whilst Battle of the Atlantic Sunday exists to observe the lost ships and men of the Royal Canadian Navy, it should also be noted that lost in the convoys that the Navy was tasked with protecting, were 67 Canadian Merchant ships and 1600 Canadian merchant seamen.

*Eternal Father, strong to save,
Whose arm hath bound the restless wave,*

*Who bidd'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to Thee
For those in peril on the sea.*

Julie



From the Bridge

The highlight of the past month was the Hillside Shopping Centre show. The usual crew were out to help, and I thank you all. I was going to list your names, but the list got longer and longer. Special thanks to Ron for organizing, and Bill and Jack for the work they did before and after the crew set up and took down the display.

The great debate on scale judging was anticlimactic. We probably had the smallest turnout to the meeting in years! There wasn't any rancour and the decision was to wait until some information Fred was expecting from an SSMA affiliated club arrived.

It has, and the results are published here.

Our basic rules are very similar to the SSMA rules so we are tuning just as the other clubs are. We have lots of time before our next scale judging event, but I would like to get them published so everyone knows what they are.

Ron

Scale Judging

To solve the problem of disadvantaging models which are based on prototypes which do not have all the parts judged, we have studied two alternatives.

Assume for this exercise, there are 3 models which all get 90% of the points available. One is a ship, one is a launch which does not have a superstructure and the other is an open boat without fittings.

Presently, they would be marked as:

	Max	Ship	Launch	Boat
Hull	26	23.4	23.4	23.4
Fittings	20	17.6	17.6	0
Deck Assemblies	13	11.7	11.7	0
Superstructure	26	23.4	0	0
Fine detail	13	11.7	11.7	11.7
Finish	20	17.6	17.6	17.6
Total	118	105	82	52.7

The launch and the boat receive fewer points as they do not receive points for superstructure or other items which are not there. This may reflect the complexity of the model.

Alternative 1 is to award the model full points for the items which cannot be marked.

	Max	Ship	Launch	Boat
Hull	26	23.4	23.4	23.4
Fittings	20	17.6	17.6	20
Deck Assemblies	13	11.7	11.7	13
Superstructure	26	23.4	26	26
Fine detail	13	11.7	11.7	11.7
Finish	20	17.6	17.6	17.6
Total	118	105	108	112

In this case, the open boat clearly has an advantage because it is getting full marks for everything which hasn't been modeled. It can be an inferior model, and still beat a more complex and better model. The more you model, the more points you stand to lose. The less you model, the more points you get by default.

Alternative 2 is to prorate points the model actually received to the missing items.

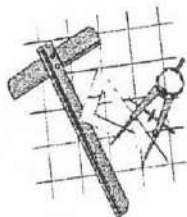
	Max	Ship	Launch	Boat
Hull	26	23.4	23.4	23.4
Fittings	20	17.6	17.6	17.6
Deck Assemblies	13	11.7	11.7	11.7
Superstructure	26	23.4	23.4	23.4
Fine detail	13	11.7	11.7	11.7
Finish	20	17.6	17.6	17.6
Total	118	105	105	105

The assumption in this alternative is that if a modeler attained 90% for the parts which are there, he would have attained the same for the parts the prototype did not have.

Tech Talk

VARNISH THAT PLEASES !

By Ken Lockley



In this article, I thought maybe some tips on varnishing that help me and a list of some of the products available to all club members might be a help to some.

The following procedure applies to most wood. Proceed in numeric order:

1. Rough sanding with 60 grit garnet paper.
2. Medium sanding with 80 grit garnet paper.
3. Finish sanding with 120 grit garnet paper. At this stage, put your garnet sandpaper away in a drawer.
4. In preparation for varnishing, wipe with a clean rag slightly dampened with paint thinner. Check that there are no glue or grease spots visible on your work, then wipe with a tack rag.
5. Always pour varnish from manufacturers container into mixing cup in small amounts. The first two coats will need to be thinned with paint thinner by 30%. Apply with soft natural bristle brush.
6. After each application, wash brush by drenching into clean paint thinner, three times. Now you have removed the varnish from your brush. Next wash the brush with soap and water to remove the paint thinner. Repeat after each coat.
7. Next, a very light sanding with aluminium oxide paper 180 grit, wipe clean with thinner rag and prepare by tack ragging.
8. This time, varnish at container strength, remembering to use your small cup, so as not to contaminate the manufacturers tin. Apply coats three and four.
9. Repeat step #7, sanding with #220 paper.
10. Apply coats five and six and let dry thoroughly. In most cases, this will finish up your project. If your wood has a heavy grain, you might want to fill the surface a little more. This usually means an additional couple of coats of varnish.
11. Let's not forget the clean up. Store your Tack Rag in a clean, air tight container (jam jar). Wash your brush thoroughly and, once dry, wrap in Saran Wrap to keep the bristles straight and clean for future use. The above should produce good results in a dust free location.

PRODUCTS USED:

Garnet Paper 60 - 80 - 120 grit
Aluminium Oxide Paper 180 - 220
Paint Thinner

good quality natural bristle brush

Tack Rag

Varnishes:

Canadian Tire Spar Varnish, good lowcost product, easy to thin with paint thinner - \$14.99/litre (low U.V.)
Cloverdale Paint Same as above but \$14.00/ litre
Pelagic Pacific Brolite Z Spar, 2 varieties, based on - less U.V. - \$23.95
or 6 times more U.V. - \$29.95

Based on my experience, the Canadian Tire or Cloverdale Varnish is fine for models. If I were using varnish on a full size boat, I would go for more U.V.

Membership List

O.K. You asked for it and we promised it. So here it is - the new, up-to-the-minute, full listing of all club members. We have only listed names and phone numbers. If you need addresses, you can call us and we will provide them.

Allen, Doug and Rosemary	743-5409
Armstrong, Ron	391-0101
Beckner, Del	477-4994
Bethel, Ray	474-7565
Birch, Bill	592-6456
Blanchard, Paul	477-6316
Boddaert, Ed	746-4459
Bohle, Jochem	655-3803
Buscall, Ed	652-5704
Buzath, Tibor	655-3617
Combe, Nels	721-5819
Cruickshanks, Malcolm	478-5166
Day, Ralph	391-9803
Dyer, Doug	658-5645
Gammer, Vic	531-5131
Goodacre, Ray	646-2871
Hillsden, Ron and Julie	479-5760
Holden, Moe	478-0656
Huckin, Bill	652-5264
Isaac, John	721-4955
Johston, Rob	206-452-4691
Jones, Eric	478-0975
Klaasen, Romain	595-4740
Lake, Barry	478-1188
Lalonde, Emery	592-0152
LeBoef, Larry	658-1813
Lenfesty, Jack	652-2495
Lewis, Shirley	727-2024
Lockley, Ken and Lois	477-5830
McCord, Don and Glen	652-0188
McHutchion, John	388-4743
McLeod, Don	478-5380
Miller, Kent	477-0399
Morrow, Paul	744-5406
Pasmans, John	477-5515
Plummer, Jack	592-2021
Powell, David and Blanche	479-0905
Read, Bud	382-0948
Reed, Richard	
Ringrose, Scott	744-3048

Rusi, Ben	
Seager, Dave	474-5415
Shorter, Ray	604-545-0908
Skakke, Jens	479-6722
Stolzenberg, Fred	479-8026
Thomas, Len	388-4744
Tustin, Norton	656-3008
Walton, Geoff	592-5874
Wheatley, Mike	592-6748
Wild, Ron	478-5430
Wilson, Captain Hill	592-1848
Woollard, Derek	658-1150

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

Email Addresses

Ron and Julie Hillsden	<hillsden@ii.ca>
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Scott Ringrose	<sringrose@bcsc.gov.bc.ca>
Paul Morrow	<pcmorro@ibm.net>
Jack Plummer	<jplummer@pacificcoast.net>
Mike Wheatley	<wheatley@pinc.com>

We know there are some lurkers out there. Please tell us your e-mail addresses and we'll update this list later.

In the News

Valerie Green wrote a lengthy article about VMSS which was published in the Hongkong Bank of Canada's newspaper, the Pioneer News. Following is an excerpt from that article.

While Newfoundland last year celebrated the arrival of the "Matthew" which reenacted John Cabot's historical voyage and safe landing 500 years ago, here in BC a Victoria model shipbuilder has also been reviving the story surrounding Cabot's journey by creating a model replica of the "Matthew" in his basement workshop.

To begin with, John Isaac, a member of the VMSS, tracked down model plans of the "Matthew" and then enquired via the society's newsletter if anyone would be interested in tackling the job of building a model of the famous vessel to commemorate this historic event. Fellow member Emery Lalonde took to the challenge and set about creating a replica of this gallant little vessel. Emery had intended to have his model completed before the historic arrival in Bona Vista, Newfoundland, last summer,

but his replica has proved more difficult than initially imagined. Emery is building the "Matthew" to scale from detailed and meticulous plans. The original "Matthew" was only a mere 18 metres in length and 6 metres wide with a sail area comprising 2,360 square feet. The 20 crew members under Cabot worked and slept on deck at all times only heading below decks during particularly bad weather. There they shared their space with rotting food and a colony of rats.

Cabot, an Italian navigator born Giovanni Caboto in 1450, moved to England around 1484 and joined the shipping community of Bristol. Later, sponsored by King Henry VII, he was granted authority to claim for England any islands or mainland he might discover and was granted the right to colonize and organize trade with these colonies. He sailed from Bristol on May 2nd of 1497 in search of a passage to spicerich China. Cabot discovered land on June 24th which later became part of what we know as Canada. His exact landing has been in dispute ever since, but most lean in favour of Bonavista, Newfoundland, where the reenactment of his landing took place last year.



Dale Pearson

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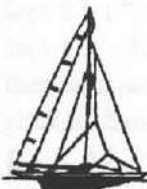
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