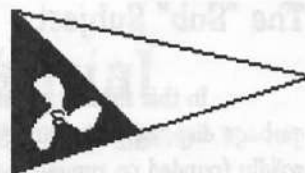




The Binnacle



Victoria Model Shipbuilding Society
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Lest we forget.

November 1999

Volume 21, Issue 12

[Http://members.home.net/vmss](http://members.home.net/vmss)

Mighty Ed takes on the City!!

As some of you may be aware, VMSS is currently involved in a brouhaha with the City of Victoria over what can and cannot be put in Harrison Pond. It seems that the docks that Ed Boddaert built for all to use came under the "cannot" heading so they were removed and confiscated. The cry of "foul play" immediately went up and the battle was on.

In August, a letter was received from Susan Jansen of the Parks Dept. outlining the Parks bylaws and clearly indicating that we were to "cease and desist" putting anything in or entering the Pond without permits.

In the middle of September, Ed Boddaert picked up the gauntlet which had been thrown down. He contacted Councilor David McLean and was invited to make a presentation to the Parks Committee. Ed then contacted other model boat clubs and asked them about their experiences with various Parks Departments around the world. Armed with information that other clubs are indeed allowed to have model boat paraphernalia either permanently, semi permanently or temporarily, Ed made his presentation. It seems that the committee knew nothing about the incident when the docks were removed and were a little confused about why they wouldn't be allowed in what is, after all, a model boat pond.

The committee suggested that Ed write to the Parks Manager, Yvan Caron and request reinstallation of the dock and pile elements. The suggested letter was written and delivered. Ed followed up with a couple of phone calls but got no response but did get a phone call from Ms Jansen asking us to tell them what bylaw changes were required. Ed told her that it was their job to review the bylaws and make whatever changes were necessary to allow Harrison Pond to function in the way it was intended to as a model boat pond.

Ed has now written to Yvan Caron explaining what is needed to allow Harrison Pond to operate properly as a model boat pond for all to enjoy and to make it possible for the club to conduct model boat regattas. At time of writing, no response has been received so Ed is phoning daily to "give the screw a full turn".

This is not the end of the story but those of us who use Harrison on a regular basis owe Ed a round of applause for his efforts on our behalf.

Stay tuned for the next installment!!

Dates to Remember



Nov 4-7 NRG Conference, San Diego

Nov 11-Remembrance Day Meeting was last week!!

Dec 9-Christmas Social

Regular Events

Every Sunday Harrison Pond

9.30-11.00-Power

2nd and 4th Sundays Harrison

1.30-3.00 Small Sailboats

1st and 3rd Sundays Elk Lake

10.30-1.30

EC 12's and Marbleheads



Ed Boddaert on his way to the Parks Committee Meeting!!

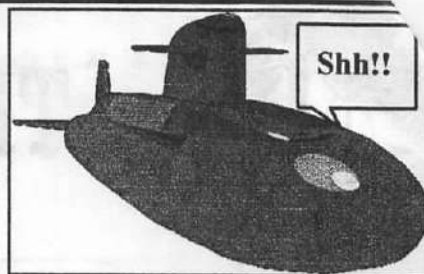
Condolences

Our thoughts are with Bill Huckin whose wife, Barb, passed away recently.

The "Sub" Subject

In this first in an intended series of grab bag columns, we'll feast on buoyancy, garbage disposal, noise suppression and, space permitting, radio communications. All of it solidly founded on rumour, hearsay and bar keeps catering to U.S. submarine shore facilities.

Submerged hovering is an incredibly finicky thing. Take, for example, the behaviour of a Los Angeles-class (SSN) attack submarine. These boats have a submerged displacement of 6,900 tons. Yet, neutral buoyancy relies on the computer adding or expelling mere U.S. gallons to or from the trim tanks. Put into some semblance of near incomprehensible perspective: a U.S. gallon weighs about 8.33 lbs. That makes a difference in a 6,900 ton equation? Apparently it does. If we take a 1/1000th of one per cent (1.0%) of 6,900 tons, we're still looking at a heft of 138 lbs., or 16.6 U.S. gallons. In a model, that would be a small eyedrop of water or a grain of sand. Something like two pennies to balance the federal budget? And then, while all else stays equal, the briny's temperature changes by one degree (be that C or F) and the computer's coffee break ends very abruptly.....



* * *

Anytime you send off a 120 to 140-head crew on an about 90-day patrol, logistics demand serious planning. And garbage disposal, for lack of municipal collection and blue box service, becomes a headache that an overdose of Advil can't cure. What to do? Precooking, miserly packaging and assorted other tricks all help, but even bulk toothpaste, community shavers and recirculating "head" paper cannot completely eliminate the space-for-garbage problem. So the navy's/pentagon's pubahs thunk up this notbad scheme: do up a purchase order (with threeering binders of spec sheets, of course) for cylindrical, lead-ballasted cannisters. Issue these to the galley staff together with operating instructions for the thousands-of-pounds garbage compactor, stick the loaded ones into a purposebuilt airlock, give 'em a once-in-a-lifetime shove of compressed air, and let the radar crew watch 'em until they thud into the seabed. So far, Greenpeace has kept silent, but no "Made in U.S.A." is called for in the specs. Clever, what? Costly? Yes. As an aside: during the years'long investigation into the Scorpion's (a.k.a, the "Scrap Iron") loss, the boat's garbage shute-or its handling-was among the suspected causes or contributors to that sub's loss. Not so, apparently. But, officially at least, despite rife rumour and speculation, the true cause may never be known, or disclosed.

* * *

Noise suppression, the newest primary goal in submarine development, is easier specified than achieved. Whether a sub rides shallow or deep, the laminar flow of water caused by the transit of a thousands of tons hull causes a sonar racket that's as difficult to reduce/eliminate as that of hail hitting a corrugated steel roof. And anything that sticks out of the hull exacerbates the motion-generated noise. The twirling screw makes a further contribution. But all of that is external. Indoors, ther are raging turbines, spinning shafts, pumps of all sizes and persuasions, plus water, steam and hydraulic fluid gushing and rushing through the plumbing. All of that in harmony adds to the internally-generated cacophony. The navies' designers slept poorly, said, "golly gee" and came up with copious lists of ideas and partial solutions.

All of the major navies moved toward stealthier sub design in these two principal steps: (1) reduce internal noise as much as possible and, (2) try to keep residual sounds from going out into the ocean. Toward that first step, all noise-generating systems were redesigned-often at a price in reduced efficiency-and then mounted on least noise and vibration-transmitting devices, e.g. solid rubber mounts, air-filled cushions, oil-filled spheres and so forth. The Royal Navy, apparently, puts the entire propulsion plant (reactor, turbines and pumps) on isolated "rafts" inside their boats. All that does help. Outside, all hatches are flush mounted, bow planes retract into ballast tanks, and cleats and bollards can be flipped so that they're also flush with the contour of the hull. More help was found in placing all stern control planes (fin, rudder and articulated stabilizers) in FRONT of the SINGLE screw. Next, and some years later, under the tumultuous applause of Dunlop, Goodyear and their ilk, the anechoic (rubber) tile was adopted by the Brits, Ruskies, Yanks and other subbuilding powers. These two to three-inch thick pads are glued to the whole exterior surface of the submarine's hull and sail. They muffle internally produced sounds and, as a bonus, absorb a good deal of an adversary's active sonar waves. Again, though, no roses without thorns. The rubber envelope and its adhesive adds enormous weight, and perfectly flush joints are well nigh impossible. Further, the tiling adds to atbase maintenance. During each patrol, tiles go AWOL from both pressure and friction. Bottom line: the U.S. Navy is phasing them out, but at last report, the Royal and (now) Russian Navy remain "adherents." By the way, scribing the hulls of model subs to make them look "tiled" causes Force 7 migraines and the premature onset of arthritis, the shakes, alcoholism and divorce.

* * *

Cont. from Page 2

Radio communications must bide its time till either December's or January's Binnacle. It will be joined by a look at the true function of ballast tanks, why torpedo rooms have been relocated, the reversal of erstwhile surface as opposed to submerged speed and, depending on loquacity, the ownership of Uncle Sam's Trident missiles.

Romanus Unicum

Book Review



"Light on the Water" - by Keith McLaren

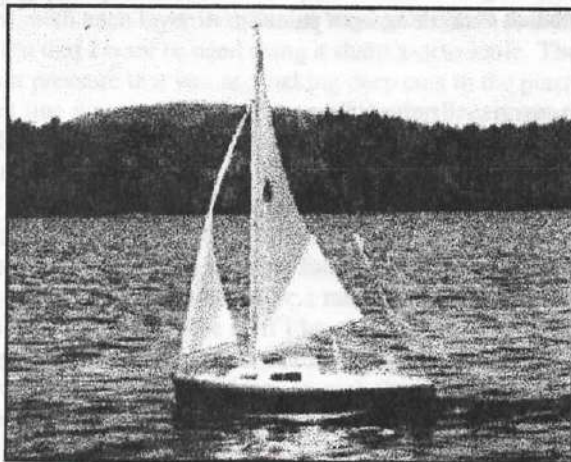
This beautiful book, filled with photographs of ships covering a span of a hundred years, is a must for anyone who enjoys looking and reading B.C. maritime history

Each photograph is very informative. For example, on page 38 the sailing ship "Leicester Castle" is alongside a wharf in Victoria. However, the text informs us that when she was putting out from San Francisco to Queensland in 1902, under Captain Peattie, she carried a mixed crew (some had been shanghaied aboard). On their departure from the American port the captain was roused from his cabin by a seaman carrying a revolver. During the ensuing struggle, the captain was shot four times and beaten severely but still managed to fight off his assailant. After a layup of twentyfour hours, he resumed his duties and continued the voyage to Queensland.

After six years of combing and researching private collections, archives and historical societies and also with the help of modern reproduction techniques, many old photos were given new life.

This book is a keeper.

Bookworm (a.k.a. Bill Birch)



David Powell's "Solo" on Elk Lake

Ed. Note. This letter was posted in the guest book of our website.

I was rather saddened to read an article by Romain Klaasen, "The Russian Sub at Westminster". The author admits that "prejudice may have played a role" in his forming a negative opinion of the tour and the sub itself. However, it is not his experience I am saddened by. Rather, it is the tone of the article and the thinly disguised animosity toward the former Evil Empire and the present Russia. It is the sweeping generalizations like, "Russian and Ukrainian kids fail spelling tests", or the Russian workers' lack of pride in workmanship". It is very unfortunate that you allowed this unceremonious tirade to creep into the context of our otherwise wholesome hobby.

Aleksei Romanov <russia@shuswap.net>

Salmon Arm, BC Canada - Saturday, September 25, 1999 at 02:53:58 (PDT)

News

Model Shipbuilder Magazine to be folded into Seaways Ships in Scale. It has been announced that Clay Feldman, Publisher, has acquired Model Shipbuilder and will merge the publication into his magazine. It will be distributed through Kalmbach, so hopefully we will see it in local hobbyshops or newstands.

Bandit Boats has donated two of their excellent hulls to our project to get two more bulletproof boats to introduce the public to RC boating by giving them some command time. As we learned at the Saanichton Fair, the 'kids' over 50 kinda got more hands on a transmitter than the younger kids did! Mike Gibson and John McHutchison will be constructing the *Bonnie C's* sisters. Thanks Bandit! By the way, visit Bandit's web site to see some very nice hulls.

Geoff Walton has donated drawings for a 560 foot motor tanker *Cygnus*.

Jochem Bohle has donated 3 models to the club.

Ray Bethell has donated a kit of the *Smit Nederland* to be used in a future fund raiser.

Editorial

Well, I finally made it down to Harrison for a Sunday afternoon sail with my Victoria. Just in case anyone was still in any doubt about whether or not Murphy is still running the show the one other sailboat that was there when Ron and I arrived was on the same frequency as me!!

Fortunately, the other skipper was none other than Captain Reno himself so we were able to share quite amicably. Of course, I also didn't have chance to back up my claim that my little Victoria could run rings around his Reno.....

Operating at Harrison in the afternoon has an added challenge. In addition to stepping around the little piles of waterfowl guano, you have to dodge the little kids who gleefully drag Wally's fleet around the perimeter of the pond.

Getting the Binnacle out a week early has also been a challenge. Most people have only just received their Binnacle survey form so we will give folks a little more time and publish the results next month. At time of writing, no one has asked to take it over so I guess we are it for another year at least. Thanks to Derek for handling the distribution this month! I'll bring you back something nice from San Diego.....

Julie

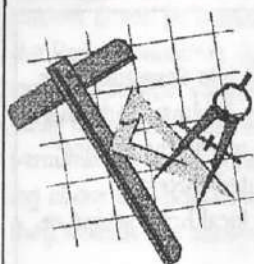
From the Bridge

This will be my last "From the Bridge" (might be the last one you ever see depending on the results of the newsletter questionnaire!). I won't be at the Nov meeting as Julie and I will be at the Nautical Research Guild Conference, so I thought I would take this opportunity to name the winner of the President's Esprit de Club award for 1999. You will recall this is awarded to a member for extra contribution and keeping the club on course. Several members were in the running this year, but Ron Armstrong edged them all out! Congratulations Ron.

I want to thank the executive and membership for your support over the last two years. It has made things easier and it is appreciated. I also want to wish the new executive all the best for the coming year, and hope they will share an agenda of what they would like to accomplish while in office.

Hopefully now I will have more time to see you pond-side more often!

Ron Hillsden



Tech Tips

Internet discussion : Masking Paint Question

Could someone please tell me how to stop ruining all my model paintjobs by suggesting a good and reliable way to mask the items I want to paint before I apply spray paint to them? I've been using the standard masking tape used mainly for indoor wall painting since I first tried to apply paint to my model buildings and rolling stock, without great results. The paint always finds a way to go under the masking tape and I end up having to retouch everything I put paint on.

Answers

Have you tried the standard methods?

- 1 Use Clear Tape instead of Masking. Clear tape will seal better and you can visually check the seal.
- 2 Use a paint brush to apply a coat of paint along the seam line.
- 3 Angle the paint spray down from the mask tape.

I hope this helps out.

Gavin

1. Be sure that you cut a clean edge on the masking tape with a sharp razor blade.
2. Apply primer to model.
3. Mask area you want to paint being sure to use the newly cut edge.
4. Spray the edge of the cut edge of the masking tape with primer. (this seals the edge to the model so that the next color doesn't "bleed" under the tape)
5. Apply new color.
6. When new color has "set" (but not completely dry), peel off masking tape carefully.

Gene Thommen

Bedford, VA.

Cont. on page 5

I use art graph tape for my line and push it into the indentations. Then I add masking tape over the art graph tape. Works well for me. You can pick up art graph tape at an office supply store or university book store.

WB Hudran

I assume that you're using an airbrush. Here are a few ways to deal with the problem:

1. After masking, paint a light coat of the first colour along the mask line. This will seal the tape and since the paint is the same colour as what's underneath, any bleed-through won't be noticeable. Then spray the second colour.
2. Instead of spraying into the seam, try spraying away from it so you're not forcing paint under the tape.
3. Use a toothpick or other burnishing device to press the tape into corners and around details.
4. The type of tape you're using isn't the best choice, but it will do the job. Lay it on a piece of glass and use a metal ruler and a sharp hobby knife to cut a fresh edge first. Don't feel bad about having to retouch. It's going to happen now and then. And remember, good weathering hides bad paint! I hope this helps somewhat.

Barry Silverthorn

Nobody has mentioned the Blue masking tape? I have used it on my painting with great success. I paint N-scale and blow by and bleed look HUGE in that scale! (grin) I also use it to cover my track during scenicing project. I think it says it will not leave residue if pulled in 5 days or less. Regular masking tape always seems to leave gunk on things.

Sean M.

I have not been active in the hobby for years but when I was doing a lot of painting (and masking) I came to the conclusion - there is no best tape. I tried all kinds of tapes; masking, drafting, clear, medical, frisket paper and about every tape the hobby shop had. As long as I was active I kept looking for THE TAPE and never found it. I would find a tape that worked fine - and next time it would not lay right or would pull paint up. Either tape cannot be made the same way twice in a row, or it is sensitive to storage conditions (warehouse, transit & store). Best all around results were from the small no-name rolls of masking tape the hobby shop carried. I would first peel lengths of the roll and stick them on a sheet of glass and from there I would cut size & shape I needed. Doing this reduced the "stick" (no paint lift) and when a square or rule was used as a guide the edge was straight. Also, I mostly applied tape in small (1/2" square) sections. Tape applied in long strips seemed to pull paint off more often. Never leave tape on the model any longer than you have to.

George

I think the last few words sum it all up -- storage conditions. And not even so much at the warehouse, transit & store levels -- but right at home on the workbench. I have had brand new rolls of tape (my preference is 3M professional painter's type) that work great. Then I don't paint for a couple weeks, and when I go back to use that same roll of tape, it has dried a bit and causes various problems. (I do live in southern California where it's usually warm and dry, and that affects tapes -- and paints -- very much.)

Never leave tape on the model any longer than you have to. The glue will remain on the paint job. And trying to remove the flecks of glue are almost impossible without ruining the job.

Barry

You might try the tape that is used in the automotive paint/body shops. You can get it at NAPA or any major automotive paint supplier. You might also try a liquid mask like what I used to paint my Lexan bodies for 1/10 R/C car racing. You paint this liquid Latex down in several layers and let it dry. Cut out area to be painted with a clean sharp x-acto blade and paint area. When the paint is dry pull off the mask and you are done.

I normally paint on the base color layer and let dry for a week or whenever I can get back to it. I then paint on the liquid mask with a small paint brush in several thick coats over the area to be protected. Do each coat and let it dry. Try and paint on the mask with each layer in different brush directions as this helps to avoid any voids. I then take a template I made and cut out the design that I want or need using a sharp x-acto knife. The trick is to only apply enough pressure to score the mask but not too much pressure that you are making deep cuts in the plastic. It's not a big deal if the plastic is scored as you already have the paint line there and you will be painting that area anyhow. Just be careful not to score with a real heavy pressure. I work mostly with straight lines as I am not all that artistic. It does paint very well into small nooks and cranny's.

Mark

My alternative to masking tape is masking tape! But a different sort. The automotive stuff just tears the base coat up too easily if there is the slightest hint of lack of adhesion and the thickness of the tape tends to encourage edge 'build up' to leave a ridge of paint. I tried office tape but found it to be too rigid and not snuggle down over detail. Salvation has come in the form of Tamyra masking tape. It might be a more generic product under their own name. If so, there might be a cheaper way of buying it 'cos it is not cheap. The stuff I have is about 1/4" wide, yellow in colour and it is pliable enough to seal well over detail. It is also thin by comparison with auto masking tape but thicker than office tape. The adhesive seals the edges well yet is easily removable without the tendency to grab the masked paint. Wonderful stuff. If any list member is able to identify a more economical source of a generic product with these characteristics I'd like to hear about it.

Nelson Kennedy

Find a good Autobody Supply Shop, not a body shop. Ask them for 3M flexible striping tape. It is a hi-tac, easily removable, curvable, tape. It comes in widths from 1/4 inch and up. It will adhere to all surfaces and will conform to details.

BondoBilly

Hope you found some ideas you can use. Ed.

Classified

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Billy Lindsay (652 6362) has the following for sale:

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24" Tug completed, R/C included

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Christmas Social

THURSDAY DECEMBER 9 1999

7:30 PM

THIS IS IN PLACE OF THE DECEMBER MEETING

~MEMBERS AND GUEST WELCOME~

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