DECEMBER 2000 Volume 22, Issue 12

The Binnacle

Victoria Model Shipbuilding Society
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Welcome our new Board of Directors

Jack is Back!

Elections are over, in Canada and at the VMSS at least!

The winners of the VMSS elections

President:	Jack Plummer
Vice-Pres:	Paul Jordan
Secretary:	John McHutchion
Treasurer:	Derek Woollard
Directors:	Scott Ringrose
	Mike Gibson
	Mike Hill

Ron and Rob leave the Board

Ron and Rob have made so many contributions to VMSS over the years that a little space in the Binnacle does not do them justice. It is said that Ron is the longest surviving member of VMSS, which is probably right but we may have to ask Rob to be sure! They were both here when I joined. Thank you again for your full and unqualified service to our group!

The New Board

There is one returning board member and 2 new board members.

Jack Plummer is a long time member of VMSS and has served on our Board before. He brings lots of experience and his contribution will be noticed.

This is Mike Hill's 2nd year in VMSS and Paul Jordan's 1st. Their perceptions are important because we need to know what the 'new guy' sees if we are going to be able to recruit new members.

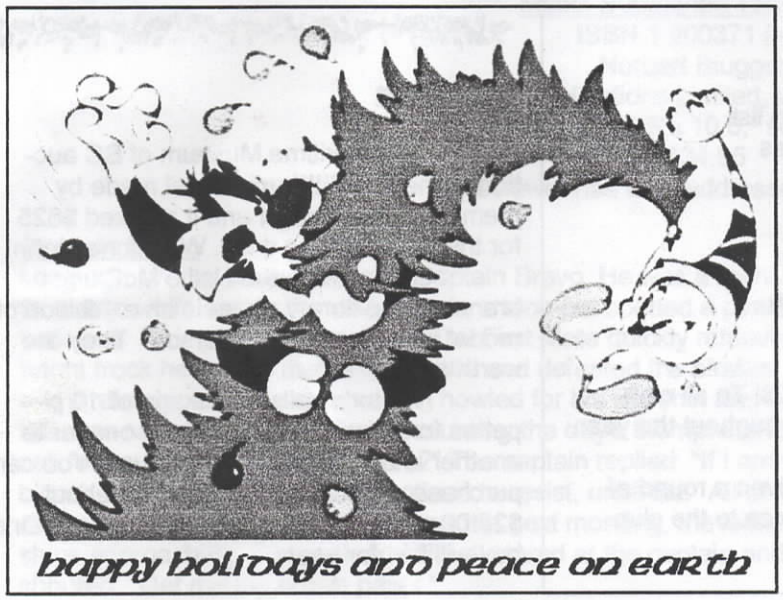
And, of course, welcome back John, Derek, Scott and Mike! You provide the business continuity between years!

BZ all. Welcome board!

Dates to Remember

Dec 14-15 RCMP St Roch 2
Visiting-Ships Point Pier?
Jan 11—Reg Meeting David Powell
Renovating Model Boats
Feb 2-4? Canwest Mall
Feb 8—Reg Meeting Ken Lockley
Tour of our Library
March 8—Swap Meet
Non-members welcome!
April 12—Clay Evans, Coast Guard
History of Bamfield Lifeboats

Every Sunday
Harrison Pond 9:30—Power
1st and 3rd Sundays
Beaver Lake—Large Sailboats 11:00
2nd and 4th Sundays
Harrison— Small Sailboats 1:30



Seasonal Thoughts

- A conscience is what hurts when all your other parts feel so good
- No husband has ever been shot while doing the dishes.

Inside

2. Minutes
3. Library and Book Report
4. Rope Seizing Machine
6. The Sub Subject
7. Lake Sailors
7. Web Page Report
8. Xmas tongue twisters

VMSS ANNUAL GENERAL MEETING NOV9/00

Intro; Ron Armstrong
Members: 27
New Members: Paul Jordan & Denis Walker
Guest: Jim Gough

Awards presented for all three Fungattas

Spring	-1st.	Mike Gibson
	-2nd.	Rob Woodward
	-3rd.	Bob Rainsford
Summer	-1st.	Rob Woodward
	-2nd.	Mike Gibson
	-3rd.	Bob Rainsford
Fall	-1st.	Rob Woodward
	-2nd.	John McHutchion
	-3rd.	Ron Armstrong

Bob Rainsford received the ***Esprit de Club*** award for all his help over the last year. Thanks Bob!

Reports:

Derek Woollard: The financial report is in the Binnacle and the audited report will follow , The Xmas Social is in the works and the women are looking after the goodies. We need a show of hands of members that will be attending and bringing guests. Please contact Derek if you are coming.

John McHutchion: We received a letter from City Hall Ref: Beacon Hill Park and our use of it. Letter will be forwarded to Ed Boddaert as he has dealt with them on our behalf before.

Ron Armstrong: We received a letter from RCSCC Rainbow thanking the members of the club for letting them participate in the Hillside Shopping Centre Show.

Rob Woodward: Rob thanked every one who helped with Regattas all year.

Mike Gibson: The new club boats are up and running Bandit 1&2, Also the executive ordered 8 hulls for $50.00.

Elections/2001

New Club Executive

President- Jack Plummer
Vice President- Paul Jordan
Secretary- John McHutchion
Treasurer- Derek Woollard
Directors-Mike Gibson & Membership list
-Scott Ringrose & Regattas
-Mike Hill

Non Executive Positions

Librarian : Ken Lockley
Binnacle: Ron Hillsden & Bill Birch
City Hall; Ed Boddaert.

Congratulations to the new Executive, and THANKS! To all club members who helped with shows and Regattas throughout the year.

Nelson Combe motioned that Ron Armstrong be given a round of applause and thanked for his past 15 years of service to the club. This was seconded by all, Thanks Ron!

2001 Executive

President:	Jack Plummer	592-2021
Vice-Pres:	Paul Jordan	388-7929
Secretary:	John McHutchion	480-4048
Treasurer:	Derek Woollard	658 1150
Directors:	Scott Ringrose	744-3048
	Mike Gibson	474-6539
	Mike Hill	384-4024

Other Duties

Binnacle Circulation	Bill Birch	592-6456
Binnacle Editor	Ron Hillsden	470-5760
City and Parks Liaison	Ed Boddaert	746-4459
Entertainment	Bill Birch David Powell	592-6456 479-0905
Librarian	Ken Lockley	477-5830
Membership List	Mike Gibson	474-6539
Publicity	Ron Armstrong	391-0101
Regattas	Scott Ringrose Mike Hill	744-3048 384-4024
Show Coordinator	Derek Woollard	658-1150
Website	Ron Hillsden	479-5760

Other news

The Maritime Museum of BC auctioned the fine **Tillikum** model made by member **John Gough** and it realized $625 for their fund raising drive. Well done, John!

If you are in the Nellie McClung branch of the library, there is an exhibition of model boats by Andy Anderson. They are worth a look.

Testor's sells a package of 10 pipettes for transferring paint from one jar to another and for filling airbrush cups. You can purchase a box of 500 pipettes for about $25.00 or so at a medical supply house. One box will last for years.

Library Report **- December 2000 - by K.L.**

The following report by Romain, on the book "***MODEL SUBMARINE TECHNOLOGY***" is a particular pleasure to me as our club librarian. First, to find a book available on the subject, have the funds to purchase it and then have our leading light on submarines review it, that's all you can ask for. Thanks, Romaine.

***Book Review*—Romaine Klaasen**

MODEL SUBMARINE TECHNOLOGY

By Norbert Bruggen

When V.M.S.S. Librarian, Ken L. handed me the copy of this new acquisition, I soon remembered I'd struggled through the text some two or three years ago, courtesy of Greg Sharpe, of Deep Sea Designs fame.

Although first published in German back in 1993, MST likely maintains a high to-date station among truly authoritative writings on model sub technology--with the emphasis on technology more so than building the critters. Not unlike me, you see, Good Old Norbert is way keener on enlisting modellers into this specific domain of the hobby than on telling a reader/student just how to pull it off. Meanwhile though, believe me, he has encyclopedic knowledge on how to build model subs. Further, in 1993 terms, he consulted experts and researched a wide range of specific and closely-related published material. All that he could dig up. Hats off, Norbert. And glad your work was translated into Anglo but sorry that took till 1996 and also that, by the feel of it (as most always) that some of the work's spirit got lost in the process. So it goes.

The book starts with a capsulized history of mostly unusual way-back-when prototypes, and the writer's remarks on how adaptable some might be to modelling. Way to go. The next chapter, i.e. "Design," already gets quite scientific, and calls for one's IQ rheostat to be set on "Maximum". Mass, buoyancy, mass distribution . . . name it and you'll find it. Then to think there were people such as Bauer, Bourne, Bushnell, Holland, van Drebbel and scads of others who knew that stuff plus more one to five centuries ago. It boggles the mind

Norbert, of course, wouldn't be his Teutonic self if he'd stopped there. Next he deals with Hull Construction, Access and Sealing, Hull Openings, Diving/Ballast Tanks (SIX systems, no less) Trim Mechanisms, Trimming (a truly FINE art) Depth Regulators, Safety Devices, Auxiliary Working Systems (Lighting, Periscopes, Snorkels, Manipulators, Working Fins [yes: model salmon, sharks, etc. are built]), and closes off with scant, embarrassed mention of Torpedoes. Norbert, you see, is no fan of torpedoes. The way he has it, torps destroy property and kill people, and he isn't into that.

At the end of the 99 pages follow a Bibliography and an Appendix. The latter deals primarily with wiring diagrams/boards for electronic stuff, e.g. lost pulse detectors (LPDs), depth regulators, automatic pitch controllers and their ilk. If I could grasp some eight to nine per cent of that bizarro, I'd have to get new, much bigger berets, caps and hats

To summarize: I recommend this work as a textbook, or reference material--not as light, late-night reading. But, hey, does that Norbert ever know his potatoes.

Model Submarine Technology
ISBN 1 900371 04 9
Norbert Biuggen
Traplet Publications Limited, WR8 OJL, U.K.
99 pp., 7.5"x 10.5," softcover
C$34.95
(Reviewer has U.S. addresses for orders.)

Captain Bravo

Long ago lived a seaman named Captain Bravo. He was a manly-man who showed no fear in facing his enemies. One day, while sailing the seven seas, a look-out spotted a pirate ship and the crew became frantic. Captain Bravo bellowed "Bring me my red shirt." The First Mate quickly retrieved the captain's red shirt and while wearing the bright frock he led his mates into battle and defeated the pirates. Later on, the look-out again spotted not one, but two pirate ships. The captain again howled for his red shirt and once again vanquished the pirates. That evening, all the men sat round on the deck recounting the day's triumphs and one of them asked the captain: "Sir, why did you call for your red shirt before battle?" The captain replied: "If I am wounded in the attack, the shirt will not show my blood, and thus, you men will continue to resist, unafraid." All of the men sat in silence and marveled at the courage of such a manly man. As dawn came the next morning, the look-out spotted not one, not two, but TEN pirate ships approaching. The rank and file all stared at the captain and waited for his usual reply. Captain Bravo calmly shouted: "Get me my brown pants."

A Rope Seizing "Lathe"

An article by G G Castle

This article is reproduced from "The Model Shipwright" by Conway Maritime Press UK
By Dave Powell

There comes a time in the production of a model boat when one has to produce some sort of "eye splice" "dead eye" or some means of producing an "eye" on the end of a "rope" this usually involves looping the "rope" around a "thimble" etc. and "serving" which means "whipping" a fine line around the "splice" (in the case of a full sized rope), this procedure while not difficult (very) certainly will become tedious if many need to be done, the "machine" I am about to describe will make this job much less tricky.

One will find virtually all the "bit's and pieces" in the "don't throw away' box, there are four essential requirements.

(1) The jaws at each end of the machine must rotate synchronously to avoid twisting the work-piece, this requirement is met by means of a rigid drive rod, having a hand crank at one end, offset from the two stub axles, but connected to each by a rubber drive band (plumber's "O"rings), suitable pulley wheels can be found in most hobby shops, a ratio of 1:3 works well.

(2) The jaws of the machine must be capable of gripping securely "blocks," cordage, and fittings that are appropriate to the scale and type of model. Modified crocodile clips may be used for fine work but battery spring clips offer more flexibility, their jaws can be filed parallel, have an axial groove cut to accommodate likely cordage diameters, or be padded to preclude damaging the work-piece.

(3) The machine must impart tension to the work-piece and so preclude distortion as the "seizing" is applied. A weak compression spring, just large enough to slide over the stub axle, fined between the "tailstock" and the stubaxle's pulley satisfies this requirement, work-piece tension is achieved and adjusted by moving the right hand jaw towards the work-piece as it is being clamped.

(4) The machine should be capable of accommodating surplus line so that any foreseeable length of rigging can be handled, it is desirable to minimize the distance between the 'jaws" there is also a need to accommodate the length of line longer than the "gap", this need is met by thc incorporation of a reel or "bobbin" adjacent to, and rotating with, the right hand jaw, the tendency of the line to unwind during rotation is overcome by applying a paper clip or piece of masking tape, to hold the line in place.

Construction

A Basic version of the machine may be constructed without recourse to engineering facilities as follows:- as in diagram (1).

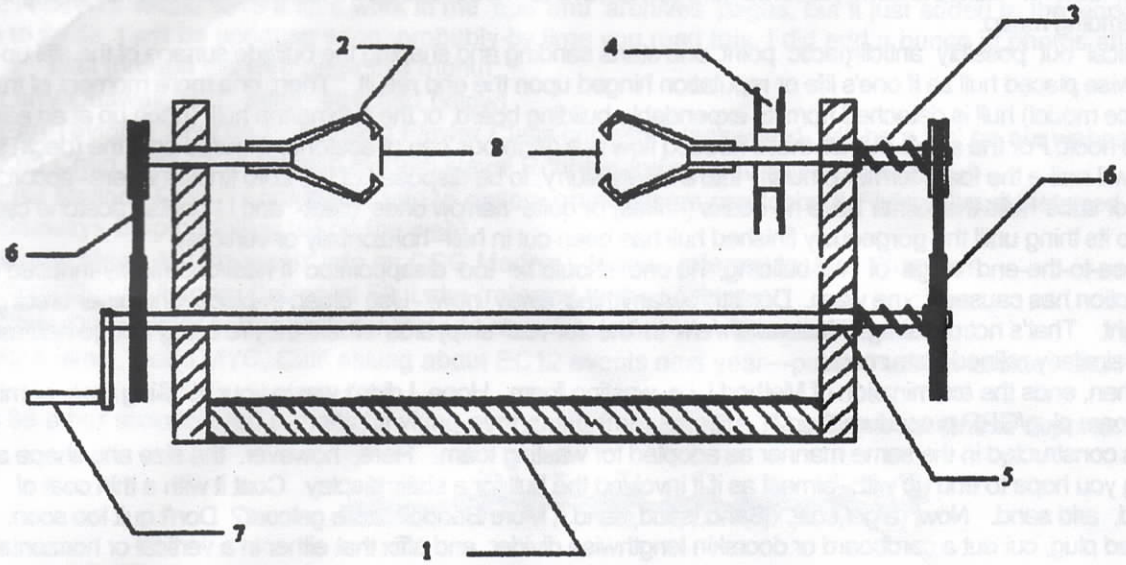
Obtain two brass rods with matching brass tubes from the hardware store or the hobby shop (whichever is the cheaper) the overall length depends on where you purchase the rod and tube, and will dictate the length of your machine, these will form your drive shaft and "bearings". from a length of planed wood (about 5Omm x 2Omm) cut two pieces, about 125mm long to form the end pieces of the machine and screw them together face to face, position the holes for the screws in such a position as they can be used later to take the screws used to fasten each piece to the base piece. Drill two clearance holes through both end pieces to take the "bearings" (made from the tube), their position is not critical but their distance apart is, for it must allow the pulleys to clear each other and allow tension on the drive bands (stretched slightly), before separating the two pieces they should be worked to a pleasing shape.
Use the two end pieces with the brass tubes in place to determine the length of the base piece, and cut a piece of wood to size. Dry-fit the ends in place using the above mentioned screw holes. Using the full length brass tubes to maintain axial alignment, glue and screw the end pieces to the base, and epoxy the brass tubes in place as bearings, Once all has set, the central section of the upper tube should be cut out to leave two upper bearings, which should of course be de-burred.

Crimp and solder the "Jaws" on to two short lengths of the brass rod, fabricate a simple drive handle and a "drum" to hold the spare line, and assemble the drive trains, not forgetting to fit the compression springs.

The machine in use

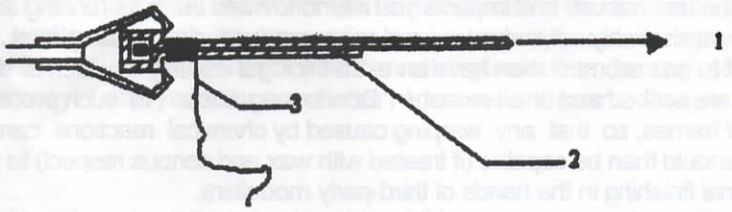
As with any new tool, it takes time and practice to become comfortable with this machine and thus derive the most benefit from its use, it may be found too that some minor alterations and modifications may be desirable in certain cases ie. some sort of "bobbin" to hold the "whipping" line. The following description of the machine in use to "seize" a dead-eye will illustrate it's use :- as in diagram (2) Grip the fining and it's cordage in the lefthand jaw then, maintaining slight tension, feed the rigging line and an overlong tail into the right hand jaw which is being held open and against it's slightly compressed spring. The work is now supported and tensioned (any adjustments can at this stage be made) feed the long tail, on to the reel behind the righthand jaw, and clamp with a clip or tape, the "whipping" line now has to be tied(with a clove hitch) to the start point of the "seizing this can be fed on with the free hand whilst turning the handle with the other, with a little practice many other applications can be attempted.
Happy "eye splicing"

General Arrangement of the rope 'seizing' lathe



1. Hardwood bed and end stocks
2. Self closing jaws
3. Spring in compression
4. Spare line drum
5. Brass Bearings
6. O-ring drive belt via 1:3 ratio pulleys
7. Manual drive handle
8. approx 10 cm

General Appearance of work in progress



1. Direction of Tension
2. Work in progress
3. Seizing Line

THE SUB SUBJECT

For those among you who managed to awaken after reading last month's "Sub Subject.' I'll soldier on with Method I (wasting foam) of building GRP/fibreglass model hulls.

Last month, we had the foam form shaped down to the coloured contours of the cross section stations. The precision or smoothness of the finish is up to the individual's temperament, but it is not critical. Unless, of course, you strive for a totally superb interior hull surface.

Once the foam form fulfills feel for forward phasing (how's that for alliteration?) a coating of any product that will eliminate the foam's porosity may be applied. That's an option–not a must. At this point, workshop vents wide open or, preferably, out in the yard, with 2 to 1 Cold Cure epoxy and glass matting on hand, place the foam form upside down on something expendable, brush on a layer of the pre-mixed product (or the stuff Rob Woodward uses) and fully cover with steady, even strokes. Next, apply a first layer of glass matting. Use a small, wetted roller till there are no bubbles left, and until the strands of glass have nearly disappeared. Quit right there. Talk to spouse or neighbour, check now and again on how things are drooping or dripping, but do not repeat the coating-glassing till, say, the next day. (Lots of heat and other chemical reactions have to have their way.) Repeat those main steps at least two but preferably three or even more times. Note that, if deemed necessary, bow or stern/transom reinforcement can always be introduced later. Meanwhile: keep her strong but LICHT is the all-overriding motto.

At this critical but possibly anticlimactic point, one starts sanding and shaping the outside surface of the still upside-down or otherwise placed hull as if one's life or reputation hinged upon the end result. Then; one more moment of truth. The ordinary (surface model) hull is detached from its expendable building board, or the submarine hull (hung up at an earlier time) is taken off its hook. For the ship's hull all that's needed flow is a generous can of acetone. Poured onto the (deck) surface of the foam, it will make the foam former emulsify into a sleety slurry, to be disposed of the Lord knows where–according to CVRD edicts. For subs' hulls that either have no decks (nukes) or quite narrow ones (fleet- and U-boats) acetone cannot be called upon to do its thing until the gorgeously finished hull has been cut in half–horizontally or vertically.

At this close-to-the-end stage of hull building, no one should be too disappointed if heat/chemically-induced expansion and contraction has caused some warp. Don't throw anything away now.' Use glued-in-place and other bracings to set matters straight. That's not cheating. Just watch 'em in the for-real shipyards when they're using sledge hammers, cutting torches and similarly refined instruments.

And that, then, ends the examination of Method I, i.e. wasting foam. Hope J didn't waste your %*I&ing time, or mine. On to the foam plug/GRP procedure then.

The plug is constructed in the same manner as adopted for wasting foam. Here, however, the size and shape are to be the very thing you hope to end up with–almost as if it involved the hull for a static display. Coat it with a thin coat of Bondo, sand, sand, arid sand. Now, a gel coat. Sand, sand, sand. More Bondo? More gelcoat? Don't quit too soon. Now *wax* the finished plug, cut out a cardboard or doorskin lengthwise divider, and affix that either in a vertical or horizontal position. Then mix up an ample batch of Bondo or equivalent (go easy on the catalyst/hardener). and slap a thick coat of that stuff all over the hull's plug. Have four wooden or foam supports ready to bond into the Bondo in pairs–either in the port and starboard or the upper and lower halves of the handiwork. Let the whole mess harden for some hours or a day, and separate the two negative halves off the plug. There may be noise involved, but, assuming the releasing coat of wax was applied uniformly, two very smooth, concave forms should almost fall onto their bonded-in stands. (Note: some modellers put tire valves in the Bondo moulds, and use a bicycle pump to make 'em snap off the foam plug.)

Now, in reverse from the wasting foam method, the negative halves are inspected for imperfections, filled and sanded, and waxed with releasing agent. (Weird, blue and opaque.)

First to go into the two negative moulds: a gel coat. Choose its colour with forethought to how it will show up in "paint exchanges" and wall bangings. Then: a coat of resin or polyester, a layer of fibreglass cloth, and so on till you think the hull will be strong enough to withstand the use, abuse and impacts you intend to mete out in its running days to come.

That sums up GRP Method II -nutshellishly. If series or quasi mass production is contemplated, an interim casting of the plug is recommended. The first hull to be cast must then have an extra-thick gel coating, in which all desired details (hatches, rivets, grooves, and so *forth)* are scribed and then recast in Bondo negatives. In such procedure, the negative halves should be secured in warp-proof frames, so that any warping caused by chemical reactions can be neutralized as much as possible. Those matrices should then be capable (if treated with wax and serious respect) to yield umpteen hull halves that should require little additional finishing in the hands of third-party modellers.

In the coming millennium's first Binnacle, I propose to philosophize about modellers' varying priorities.

For now, VMSSers all; **MERRY CRISTMAS, and a prosperous millennium to you and +40 generations to come.**

Romanus Unicum

Lake Sailors

With fall arriving, the swimming floats depart and the rowers appear, so the lake sailors have moved from the summer digs on the rowing docks to the main beach at Beaver Lake. The colder weather also kills the surface weeds, so the fin keel sailboat season has started. The Star and Marblehead fleets are back on the water for racing action on the first and third Sunday of each month (and the odd fifth Sunday!). Maybe 'fleet' is too grand a term with the amount of Reno's that are appearing down at Harrison, but we usually manage a mix of five or six boats for a few hours of racing. Best efforts are made to get under way by 11:00 am (barring people forgetting to put a receiver in their boat) and we usually finish up around 13:00'ish (unless the winds are particularly good). We sail a typical Olympic triangle/doughnut course, and usually get in eight to ten races if conditions are favourable. Mr. Woodward is the man to beat, although I understand he had an 'off' Sunday last weekend. All boats are welcome to race, but bring your woollies and hip-waders, as it can get chilly!
Scott

Web Site Report

Our web site has been visited about 13,000 times now. A popular experiment was publishing the Binnacle on the web. I hoped it would save a little work in the 'tips' and 'archives' pages, but it just added to the work when I didn't have time to fiddle. I will be updating soon, probably by time you read this. I did add a bunch of photos after the Hillside show.

Mail through the web page this month:

- Larry Ottaway, NYC (letter attached below)
- Earl Taylor, ? How do I weather a Flower Class corvette? (answered, will be a 'tip' on our webpage)
- Ken Craig, Ottawa re Models at 1996 Naval Reunion (referred to Rideau MBC)
- Lisa Mallock-Ross ? Looking for info to restore grandfathers scratchbuilt 'Flying Cloud' (referred to Jack Ross and Seaways Shipmodelling list on the web)
- Martin Mergl Austria wants info on CCG Martha L Black - referred to Jack Plummer
- Scott Dunn, Victoria, Sailing at Elk Lake (referred to the Lockleys)
- Chris Dukeminier selling sails for Victoria class boats http://www.mariner-sails.com
- Rick West, Delta MYC, Calif asking about EC12 events next year—passed to Ken Lockley and Rob Woodward

Plus 36 other unsolicitated e-mails hawking everything from satellite TV systems, business opportunities to dirty movies.!

From: <InOBU@aol.com>
To: <vmss@home.com>
Subject: Greetings from the Central Park Pond NYC
Date: Wednesday, November 22, 2000 8:43 PM
Dear fellows:
For the past 30 years, I have been soaking traditional scratch built plank on frame models, between bouts of going to sea, Ireland. law school, and other distractions which took me away from the really important things in life, playing with model boats. I was the youngest of the old men who sailed REAL boat models in Central Park's model boat pond, made famous by Stewart Little - as well as a few other references. Many have gone on to the big puddle in the sky, but every once and a while one still sees a proper boat among the plastic kits... Attached please find my latest project, the frigate Pandora 24, 1778 - 1798. The model is oak on oak frames, most of the oak milled from oak furniture discarded on the streets of New York, and run through the saw under the tent on my roof ... cut glass gallery windows - so one can see the details in the great cabin, rosewood deck planks on the gundeck and a strip of rosewood planks under the wale ... no nails, pegs ... well anyway, I enjoyed your newsletter, and it reminded me of when there was a big crowd of us in New York.
Cheers,
Larry Otway
NYC USA

Xmas tongue twisters

Seven Santas sing silly songs.
Santa's sleigh slides on slick snow.
Running reindeer romp 'round red wreaths.
Tiny Tim trims the tall tree with tinsel.
Chilly chipper children cheerfully chant.
Eleven elves lick eleven little licorice lollipops.
Santa's sack sags slightly.
Tiny tin trains traveling together in Toyland toot ten times.
Santa stuffs Stephie's striped stocking.
Comet cuddles cute Christmas kittens carefully.

Season's Greetings Earthlings!