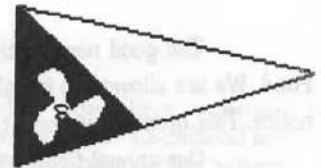




The Binnacle



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January 2000
Volume 22, Issue 2
[Http://members.home.net/vmss](http://members.home.net/vmss)

Dane sends Mayday as bathtub boat sinks

Don't drink while driving your model...

COPENHAGEN (Reuters) - A Danish man set off a real-life sea rescue mission while playing with toy ships in his bathtub, a newspaper reported Friday.

The drunk 52-year-old called in repeated Mayday alarms to the Maritime Sea Rescue Command he piloted his water toys, claiming he was captain of a 12-crew freighter in distress.

Giving a position west of the Baltic Sea island of Bornholm, which belongs to Denmark, he said his vessel was listing 45 degrees and that one crew member had been washed overboard.

The authorities leaped to respond, sending two rescue vessels to search the area for one-and-a-half hours.

Police eventually traced the phone calls to the home of the intoxicated man, who admitted the false alarm.

He faced fines and compensation claims of 10,000 crowns (\$1,400) for the "disaster," which police told the daily Sjaellands Tidende was the first of its kind on record.



FROM THE BRIDGE

A new millennium, a new century, a new year and a new executive. I hope all of you had a happy and healthy holiday season after our great Christmas Social. Speaking of which, much overdue thanks to Derek for making the coffee and tea despite not feeling well. Thanks also to Ken Lockley who has agreed to be our Librarian. We still need a Vice President. Despite being a source of mystery and/or jokes it is a necessary position for one reason alone- to stand in for the President in case of illness or emergency. Now I know some of you may think I am indestructible but my Yuletide experience says otherwise. So, please, step forward and help keep the V.M.S.S. on an even keel.

Dates to Remember
Feb 3-5 Canwest Mall
Feb 10 meeting
Mike Gibson Painting
March 9 meeting
Scott Ringrose plastics
April 13 meeting
Open Forum Q & As
July 1 Canada Day
July ? Strawberry Festival
Sep 2-4 Saanichton Fall Fair



Every Sunday 9:30-11:00
Harrison Pond
1st and 3rd Sundays 10:30
Big Sailboats-Elk/Beaver Lakes
2nd and 4th Sundays 1:30
Fun Sailing-Harrison Pond

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The good news is that we have a signed agreement with Victoria City Parks Department covering our use of Harrison Pond. We are allowed to install permanent obstacles and conduct three regattas a year. Wading for setup and repairs allowed with notice. This great achievement is thanks to Ed Boddaert's tremendous efforts. Well done Ed!

Our annual Canwest Mall show is happening February 3, 4 and 5. As always we need help setting up on the 2nd and takedown on the 5th. But most important is staffing the display fully all three days. In recent years some shifts have depended on one or two dedicated members. Not good enough! This is everyone's club and the load has to be shared fairly. If you miss the January meeting call me to choose a shift.

The 'Edutainment' lineup only goes until March. Your suggestions are always welcome to keep the presentations interesting. Any Director can take your idea.

Beyond this there is nothing major. This historical year might be a temptation to mount some special shows a la EXPO 86. But I think that the club's present reality is out of sync. A declining membership and reduced executive means that the year will be a success if we can simply sustain our regular events. What we really need is more, active, members.

And Dues are now due!!

Enough "Trumanesque" speech. Happy Millennium Modeling!"

Ron Armstrong

How the wife cleans models

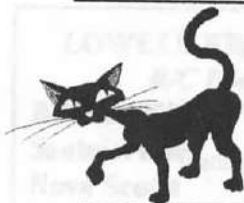
I would like to tell those that are interested about how I clean ship models. If you are faint of heart don't read any further. The story began about this time of year in the early '80s. I was invited to a Christmas party at a ship modeler's home in Sarasota Florida. He and his wife were retired circus performers. He was a high wire artist and his wife was an animal trainer. She invited us out to a building to see her pets (the cats). These were not ordinary cats - they were very large animals in individual cages! Her husband built very fine models, incidentally he used contact cement for all planking. None of his models were in cases. All were on open shelves. I ask her how she or he cleaned them? Well since I talked to the circus performer with the unique kitty's, I have tried and stayed with her method since that time. The following is what she told me:

"I take his models out on the patio, spray them with 409 cleaner or AJAX cleaner then I turn the hose to a fine spray and hose them off until I don't get anymore soap bubbles, then I hold them up and spray off any soap bubbles that may have collected on the deck. Then I hold them up by the stand and let them drain with the stern up and the bow down. After they drain I let them set out in the sun for several hours until they are thoroughly dry."

Of course I never use any glue that is water soluble, I use Franklin Titebond, epoxy and cyano, which are all waterproof. Now while I am building a model I use a cosmetic brush the same as women use to apply makeup and I spray this with Endust, then brush the model this also works quite well. Now I would like to add that I do not consider myself an expert modeler, but I do build nice models and they seem to sell for a satisfactory price, and I have other credentials I am proud of but that is a completely different story. I don't expect but very few to try this method, but that is not my problem, this has been fun writing this, but my girlfriend is calling me (my Yacht Mary is my present girl friend).

Bob C. (Ripmary@aol.com)

Editor's comment: For what it is worth, I use the same process, only I blow the dust off first and use Windex!



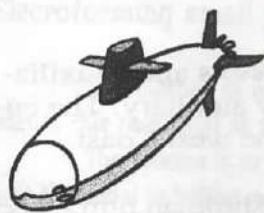
Speaking of Cats.....

Use cat litter to hold items for silver soldering. It works well as a heat reflector for the soldering. It also works very well for soaking up spillages in the shop!

By the way, cat litter is a product sold for housebound cats to scratch in, not what's left of the cat after it frigs with your rigging.

~~~Make templates not measurements~~~





## THE SUB SUBJECT

To launch the Binnacle's new year, we'll set off to inspect why, nowadays, submarines truck along at higher submerged than surfaced speeds, the Uncle Sam - Lockheed arrangement, and the very funny stuff that tends to happen when submarines maneuver where they can't be seen to the naked eye--or, for that matter, through binoculars.

Up until the days nuclear reactors ("Teakettles") were put into subs' engine rooms, submarines commonly had a flat-out submerged speed of roughly half their surfaced flank speed, e.g. 7.5 V. 16.5 kts. For years already, that's been (officially) raised and reversed to 20+ and 40+ kts. The answer(s) to "how come this now?" are legion, and not all known to me, but get a load of these:

- Nuclear fission has no dependence on air. Hence, the same 35,000 or so shp. is on tap above as well as below the surface. Diesel-electrics, on the other hand, can win awards if they kick out 40 to 50 per cent on batteries
- Once submerged, the bow no longer has to lift as well as cleave the water
- Waterline surface tension (watch it sometime from the deck of a ferry) falls away
- Depth means increased water pressure, on the blades of screws and the impellers of pump jets. That makes for a more efficient bite forward with every revolution
- The torpedo-teardrop-shaped hulls no longer sport deckguns and other speed-sapping features topside. They're like eels, but the surfaced speed of eels has yet to be measured.

Now, all of that I've either heard or read. Meanwhile, albeit with mixed and varying results, I've done my personal share. In trying to put two and two together. That led to this shrewd conclusion: if the nukes and other modern subs hit their throttles with a vengeance while surfaced, they'd move like Jack the Bear all right. But with no keel to speak of, what would it do to the crew members, and to the boats' structural integrity? I have to laugh.

Across the Strait and on the stateside Right Coast, Ohio-class "Boomers" are fanny paddled out to sea with a complement of two dozen Trident missiles a piece. But, guess what? Those missiles do not belong to the U.S. taxpayer; they're owned by Defence contractor/builder Lockheed's shareholders. Further, the Tridents are loaded, unloaded and serviced by personnel on the corporate payroll. Apparently (officially) it is the steady, long-term force of workers that has spawned this Navy-private enterprise contract. But the cynic (yes, Julie) in me has it that leasing rather than buying this ordnance at US\$13,000,000 a copy slathers the defence budget with a close equivalent to maple syrup, and that would be much appreciated by taxpayers with tender tonsils. Meanwhile, more recently-received information has it that a similar lease-and-look-after deal has been struck with the purveyors of fine periscopes. Give it time, and they'll screw around till they can rent screws. And then we tender on uniforms and their laundry.

In their basic form, all of a modern submarine's control surfaces are hydrofoils, with a symmetric (hence neutral) design. On a straight course, given correct inputs, they will move the boat up and down; to port and starboard in a most delightful, predictable manner. But hold it just there: the nukes have no keel, a round hull, and a low centre of gravity. Those factors combined make the boat lean into and not out of a turn--much like a bike or motorcycle. What can happen then--especially while submerged--depending on speed and radius of turn, is that the crucifix-configured rudder-fin/stern planes want to trade functions. Hang a right; the rudder-fin starts to act like a plane and pushes the bow up. Move the elevators for diving; the sub is forced to starboard. Then there's another black person in the woodpile, i.e. the sail--a.k.a. fairwater, conning tower or turret. That stick-out piece, under a turn-induced angle, can generate the same sudden and unexpected fun as can the stern's meant-to-be control surfaces. Say all goes well--too well--and, suddenly, the commander spills his bug juice or tea, just when the boat goes into a 40 to 45 degree snap roll."

Through extensive research and experimentation, dihedrals were added between rudder and elevators, and stabilizers ("end plates") were stuck on the outer edges of the fixed section of the elevators. All of that, together with acquired ballast tank and maneuvering know-how, has alleviated the snap-roll phenomenon. Still, at the cost of some speed and agility, sub helmsmen repeat these words while awake or asleep: "Don't for Chris' sake, override the flyby-wire computer!"

Meanwhile, the Australians Collins-class), Dutch and Swedes crank out submarines with X-configured stern extensions. That introduced full new product lines on the cans-of-worms shelves. The Soviets saw succor in lower, wider and more rounded sails; the Brits build 'em right high, and the Yanks go in between. Who's to say? But even on clear days, a low bridge puts a damper on sightseeing.

Sub design, like all life, has to work with the having or eating of cake.

Next month: some skinny on the Upholder- Victoria-class boats. It may turn ugly.

Romanus Unicum

### HALP!

Romain is looking for a copy of Scale Modeler Magazine--June 1996. Volume 31, Number 6. He will photocopy what he needs if he can borrow it. Please call him at 595-4740.



**NEWS*****CFB Esquimalt Naval and Military Museum***

The Museum is looking for models of contemporary Canadian Naval vessels and auxiliaries, especially Halifax, Restigouche, McKenzie or Prestonian classes. And any auxiliary. The curator is Debbie Towell 250-363-4312 or follow our link to Canada's Navy on the west Coast.

***Smithsonian's Ship Plans Information***

The Smithsonian Ship Plans has a direct web page: < [www.si.edu/nmah/csr/hot/shipplan.htm](http://www.si.edu/nmah/csr/hot/shipplan.htm) >. The correct address for correspondence: Ship Plans Smithsonian Institution NMAH-5004/MRC 628 Washington, D.C. 20560-0628

***Future 1/72nd scale kits by David Parkin***

A few days ago someone recommended the new 1/72 scale warships by David Parkin. Vacuformed hulls and good detail. Last Wednesday I had a visit from David Parkin. He brought along some of his prototype hulls and brass etchings etc for future kits. These include a Fairmile D, Fairmile B, 72' H.D.M.L. and a Round Table class trawler minesweeper. The items that I saw were really first class. The Mark VIII 2Pdr gun was almost a working model. He plans to have the first in production by March /April 2000. He has thoughts on a Castle Class Corvette/Frigate later. His fittings will also greatly enhance the Matchbox Flower. He has purchased a quantity of my detailed drawings to add to his efforts. John Lambert.

***1/72 Flower Class Corvette***

Revell Germany is re-releasing the 1/72 Matchbox/Revell Flower class corvette as H.M.C.S. Snowberry in March 2000. I guess Revell-Germany is being politically correct when they call the ship HER Majesty's Canadian Ship. Since the present Queen didn't ascend the throne until the '50s, did the King let the Queen Mum have some ships of her own to play with? [Now ducking for cover from return fire from the Empire!] (Name withheld to protect the guilty - no letters please!) It is rumoured the photo-etch brass set which was introduced near the end of the last production run will be available again. It costs more than the kit, but it makes the kit worthwhile as it replaces just about all the detail!

***HMCS Annapolis to be a Floating Museum?***

Two navy buffs have decided to float history on water with the creation of the HMCS Annapolis museum. David Shirlaw and Jay Straith are currently in negotiations with Ottawa to purchase the last steam destroyer on the West Coast. Plans are to park her at the former Burrard Dry-dock in North Vancouver and open her up to visitors. "We've been working on it for about a year. There's one in Nova Scotia, which is run by a mutual friend of ours. It's a big success back east and we thought it might be a good idea to replicate it in Vancouver," says David Shirlaw. HMCS Fraser has been operating in Bridgewater NS since 1998. HMCS Annapolis is alongside at Colwood waiting for its fate to be decided. If she's retired as a museum then she'll need a few enhancements for the role. "The ship is in excellent shape inside," says Mr. Shirlaw. "We'll have to put in exit signs to keep up to fire code standards, paint and put a few pieces back in it.: He also says they plan to use the messes as museums, one to display naval ships sunk by the Artificial Reef Society and the other for the Naval Museum currently housed in HMCS Discovery. Another part of the ship will contain the triple expansion engines from HMCS Cape Breton after it is sunk next summer off Gabriola Island as an artificial reef. (These engines will actually be displayed on shore-ed.) To help pay for the ship, the museum will be rented out to film crews, says Mr. Straith. The Vancouver film business is the largest in Canada and the third largest in North America. HMCS Mackenzie was used in a number of X-Files episodes, and HMCS Huron was used last week as location for Seven Days, a sci-fi series. HMCS Annapolis was commissioned as a helicopter carrying destroyer escort on December 19, 1964 and was paid off November 15, 1996. Those interested in the project can contact HMCS Annapolis Society at 604-904-9313 or write to 3017 Mountain Hwy, Box 16119 North Vancouver BC V7J 3S9.

**Please remember to return your Binnacle Survey!**



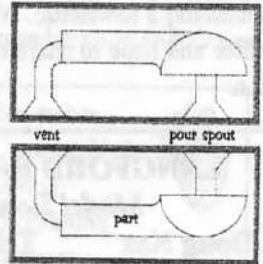
## Electroforming small parts

This method of making small parts has been around for quite awhile in the jewelry making business and hobby, but I learned this neat twist at the NRG conference in San Diego.

The process is to make a model, use it to make a mold, pour low temperature metal to make the part, electroplate the part, melt the metal in boiling water, and you are left with a hollow part with the wall thickness you desire. This sounds exotic, but it isn't. You can do most of it in the kitchen while the wife is at the mall.

I am going to talk about a cowl ventilator to illustrate the process. You can take it from there for other uses.

Carve the cowl ventilator the way you want it out of any material. Wood is ok - it doesn't need to be hollow. Just make it undersize by the thickness of the final wall. Finish it well as imperfections will show in the final product. Add a casting sprue or gate and a vent, and submerge it half way into some liquefied plaster of Paris. When the plaster of Paris has kicked, coat the top surface with Vaseline and pour the other half.



Separate the mold, clean it up, and pour the low temp metal (something like cerobend). ToyR-Us sells small lots of 160 degree F metal, as does Micromark)

Clean up the casting, and electroplate it until you have the wall thickness you desire. Then throw the plated casting into boiling water. The metal will melt leaving your hollow cowl ventilator ready to polish or paint!

Electroplating is not as big a deal as it seems if you have an automotive battery charger. If there is interest, I'll describe it in a future issue.

Ron

## Cutting brass.

This is a suggestion for cutting thin brass sheets.

- 1: Sandwich two sheets of approximately right size together using super glue.
  - 2: File one edge straight, and another one at right angle to it.
  - 3: Apply a coat of engineers blue and mark the work piece.
  - 4: Glue the work piece to a piece of soft strip wood (cigar box) with model airplane glue, or similar.
  - 5: Start cutting whatever curves or slots you have. The work piece won't buckle on the downward stroke, or jump on the upward stroke.
  - 6: Dissolve the model airplane glue with a few drops of solvent.
  - 7: File to final shape and size.
  - 8: Separate the sandwich by heating to about 125 C. (Careful)
- This sounds tedious, but it works.

## CanWest Mall Instructions:

CanWest Mall is on Jacklin Road in Colwood, between the E&N Rail tracks and Sooke Road. We have the area right inside the main doors.

The display is *Thursday through Saturday*. Please drop off your models *Wednesday evening*. Our work crews will be there early to set up the tables and fill the pool, so it's ok to bring your models after supper if you are not setting up.

Please also collect your models 5:00 on Saturday. All models are welcome, finished or not! The public likes to see how they are made and they appreciate all the models!

## Filing Rest

Silversmiths, when cutting and filing small parts, use a small block of wood attached to and protruding from the work bench. The work is held on an edge of this wood while it is sawn or filed. It gives maximum support on the down stroke of the saw or file. It doesn't matter that the saw blade or file cuts into the wood as well because you can just replace the wood.

While most of these are "vee" shaped, you could also shape the end of the wood with a rasp or saw to suit the work you were doing. Softwood, like pine, is preferable. An eight foot length of 2" x 1" would last you for years.

I've also made a small filing "bench" to use when filing out shapes in sheet metal or styrene. Take a piece of thinnish ply sheet - say 4mm x 4" x 8" and nail and glue supports underneath from 2" x 1" so that your working surface sits about 2" off the bench surface or table. Then just drill a hole in the plywood which just clears the width of your file. You can then file the sheet material and get maximum support on the downward strokes. It doesn't matter if your file bites into the wood. If the hole gets too big, drill another one



## Other Clubs

**Kelowna** The Kelowna club has a total membership of 16 and 8 of them have purchased Thunder Tiger Victorias! I suspect there will be some racing in Kelowna this spring! Ron also reports that they will have to find a new venue for their Regatta this year. All Sundays at the beach have been booked already!

**Burnaby** BAMB has arisen again and will be publishing a newsletter. We are in contact with the editor and hope to share some gossip, or information.

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Your website <http://members/home.net/vmss/>

The website has been updated with some new photos and tips. It is an interesting thing to publish as we get notes from all over, but mainly Canada and Australia. I wondered about the Australians until I stumbled across the website for the *Ship Modelling Society of Victoria*. They've been around since 1938. Nice folks! Good taste in naming their club, too.

### BECC Flags

I'm the editor, so I can take a bit of space to push the flags which will make your models look a lot better! Get them now to dress up before CANWEST! In Stock, Canadian Maple Leaf, Red and Blue Ensigns; BC; USA 50 star; White Ensign and Union Jack. Before Canwest I should also have the CP Steamships house flags and the British Red Ensign.

### Help wanted:

We would like someone who has a pulse on what's happening out there to give us a call and tell us who's in *Dry dock* and who has what *On the Ways*. Everyone would like to know and there just doesn't seem to be time in our schedules to chase this information down. A telephone call or email will do, it doesn't have to be a written report we can take care of that!  
**Ron or Julie 479-5760**  
[vmss@home.com](mailto:vmss@home.com)



Dues are Due!

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