The Binnacle

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November 2000
Volume 22, Issue 11
http://members.home.net/vmss

Hillside Show

October 21 and 22 saw another successful show at the Hillside Shopping Centre. A large, varied collection of members' models created a huge amount of interest from the weekend shoppers. Kudos to Derek for organizing this one. Sea Cadets from 5 Royal Canadian Sea Cadet Corps "Rainbow" lent a hand with the set up and take down and then had a great time operating various models on the pond on both days. Of particular interest was the model of the "Tilikum" which John Gough has just completed. Doug Allen brought his fleet of fishing boats and Travis Ferbey showed off his beautiful 1940 Chris Craft, "Miss Tris". Scott Ringrose's submarine "Skipjack" prompted all the usual questions - mostly from the young crowd - "does it go underwater?" and "does it shoot torpedoes?" Mike Gibson launched the just completed "Bandits" and Julie Hillsden's "Emily Maud" made eyes at the kids all weekend. There was good representation from the sailors and the sailboats added an eye-catching splash of colour at each end of the display.
As always, thanks to all who assisted on this one.

Dates to Remember

Dec 14 Xmas Social
Dec 14-15 St Roche 2
Visiting—Ship's Point?
Jan 9 Regular Meeting
Feb 2-4? CanWest Mall
Feb 8 Regular Meeting
Every Sunday
Harrison Pond
Power: 9:30
Small Sailboats: 1:30
1st and 3rd Sundays,:
Elk Lake
Large Sailboats 9:30

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2000 Executive

President:	Ron Armstrong	391-0101
Secretary:	John McHutchion	480-4048
Treasurer:	Derek Woollard	658 1150
Directors:	Scott Ringrose	744-3048
	Rob Woodward	474-5912
	Mike Gibson	474-6539

From the Bridge

It is the 11th month of the year and the end draws nigh (perhaps the 11th hour too, read on). This will serve as my Official Report as required by the Societies Act.

It has been a year of both challenge (no Vice-President) and success. We mounted our annual shows at Canwest Mall, Strawberry Festival and Saanich Fair. To those we added a second year at Gorge Park on Canada Day and a return, after 3 years, to Hillside Mall in October. For them members turned out in good, sometime record, numbers. As usual we intrigued and fascinated spectators at all sites.

We held Fungattas May 7, July 23, and October 8 on Harrison Pond, our "home waters" (the most acceptable term connoting dominant use without ownership). The summer one attracted 300 spectators, the greatest TARGETED regatta attendance we've had since EXPO '86 (many people "discovered" us at Sandhill Lake while seeking other thrills at Heritage Acres). Between these formal runs the "Harrison Regulars" sliced the Pond every Sunday, usually led by the faithful Romaine and his "black squadron". Again thanks to Romaine for organizing a superb all-submarine meet in September, on his own hook and with his own wallet. As a result of these events, combined with the hard work of many members on and off the Executive, more modellers have joined this year than in any of the previous five. They can only refresh and "re-power" our club. I heartily welcome them.

None of this was possible without the dedication of key individuals. Derek Woollard, Treasurer, put us on a sound financial footing while acting as Vice-President. He also drummed for new members everywhere and did an excellent job organizing the Hillside Mall show. Rob Woodward, Regatta Director, organized, conducted and judged all three Fungattas which were well received by both members and public (more entrants are still needed). Mike Gibson has produced two delightful boom boats for club events, helped some with electronic problems and delivered superb edutainment, such as his incredible impromptu paint lecture without one prop (in the theatrical sense). Ken Lockley took on the Library and is doing a great job. This is in addition to his "Monday Workshops" for wood builders and aspiring sailors, his role as "Reno Guru", and his commercial ship model operation (he claims to have a daily job as well!). Last but certainly not least is our hard-working and long suffering Editor, Ron Hillsden, who puts out this excellent journal every month. He created our club web site which gets a huge number of hits. Both works are highly respected and few clubs in NORTH AMERICA can match either of them. If I've missed any member I apologize and plead lack of both time and space. The recipient of the President's Esprit de Club Award will be named with the Fungatta winners this meeting, the A.G.M.

End of President's Annual Report 2000

Don't miss our annual Christmas Social on December 14th. Derek tells us "The Ladies" (his term) are planning a great spread. For new members the camaraderie extends to wives and significant others and NO business is discussed and only as much model stuff as the former tolerate! For those not at the A.G.M. (tsk,tsk) who wish to attend please call Derek (658-1150) and give him firm numbers so the amount of food can be determined.

And now, the end. It has been a great voyage, through seas rough and calm. But I've been 17 years in the club, 15 of them on the Executive, and four times as President. I'm out of steam and need a break, if only to have time for my own model projects. At the most I'll continue to do Publicity. It presents a crisis but I am counting on a "Miracle of Democracy" at the A.G.M. to meet it. The V.M.S.S. is still a sound and seaworthy vessel to realize our model dreams with good shipmates.

THANK YOU! Fine Lines and Steady Wakes

Ron Armstrong

Before you criticize someone, walk a mile in his shoes. That way, if he gets angry, he'll be a mile away - and barefoot.

Remember, the next meeting is our

Christmas Social

bring your Significant Other and enjoy the season's fellowship!

Please tell Derek 658 1150 how many of you are coming

LIBRARY REPORT - NOVEMBER 2000

Over the summer a considerable number of books have been donated to our Library system. I would to thank Mrs. Eric Jones, Bill Huckin and Nort Tustin for their donations. The following books are now in our system.

(1)	Basics of Radio Control Boat Modeling	by John Finch
(2)	Boat Modeling	by Vic Smeed (1956)
(3)	Power Model Boats	by Vic Smeed (1956)
(4)	Ship Models, How to build them	by Charles G Davis (1925)
(5)	Merchant Fleets (Ellerman Lines)	by Duncan Haws
(6)	Ellerman Lines	by John Clarkson and Roy Fenton
(7)	The Encyclopedia of Ship	by Chris Marshall
(8)	50th Ann. Of the Battle of the Atlantic.	Newspaper Photos
(9)	Ferries Forever	by David Charters
(10)	Several Small Booklets on the Ellerman Lines	

Our old friend Eric Jones was a professional Seamen with the Ellerman Lines, working on the Atlantic seaboard. Many of the books listed here have come from his collection. Thanks to Eric!

Three New Plans are also now available in the Library, they are;

(1) Director Class Paddle Tug "FORCEFULL'
(2) British Motor Torpedo Boat (M.T.B.)
(3) The Tug " MOORCROCK" by Oliver Smith

I would like to thank those members that have donated Magazines and Plans over the summer to our system. Now it's up to us members to make use of these facilities. Ken

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Editorial

The next issue of the Binnacle brings us to the end of the third year Julie and I have been doing the Binnacle. You may remember that I was the President for part of that time. This year hasn't been much fun, for like our president, I haven't had support of executive. The newsletter you have been getting isn't what it should be. The Binnacle is the society newsletter, but there has been very little society business reported. You have received a regular newsletter because some of the contributors (thanks Romaine, Ken, Ron and Marlin Spike) have fed me a steady supply of material and the internet provided the rest. There has been some general interest marine stuff which I find interesting, (like this month's article on the heavy lift ship Blue Marlin), but I don't know if it is appropriate for the Binnacle.

What is missing, in my opinion, is news about club activities, members and events that will interest the members. The minutes were supposed to provide some of this, and some would come from newsletters from other clubs. I haven't seen a newsletter from another club for 6 months and if John is working evening shift, I don't see minutes. Worse, I have published the date for the Mayfair Mall show coming, but I haven't been able to confirm whether or not we are participating. I am just unable to get information from executive.

I suppose I could write the missing articles about members and their boats, but I am writing this on Sunday when I would prefer to be at Harrison Pond. I don't get down to Harrison Pond much anymore because the Binnacle is a fair amount of work. If I could get to Harrison, I would pick up on the news. The folks who do know don't pass it on. As an example, I remember only getting calls this year about members when Geoff passed away.

The newsletter editor has evolved into 4 jobs . There is the actual editing and production of the newsletter, maintaining the web site, distribution of the newsletter and maintaining a register of members.

The membership registry should not be with the newsletter editor. It wound up here when there was a problem a few years ago. I helped sort it out, but players changed, and I was stuck with it.

The mailing and distribution is a task which can easily be separated, but the custodian of the membership directory has to be sorted out first. I understand there are a couple of members who will take the distribution on, but they need to have an up to date list of members.

The web page and production of the newsletter are closely related, and I would not mind continuing to do them provided that the other issues are resolved.

My hobby is building models, not writing, producing and mailing newsletters. This organization is important, but so is my modelling time. What's wrong right now is my hobby time is split VMSS 100%, Ron 0%, and the Binnacle still is not what it should be!

Ron H

HE SUB SUBJECT

Since the day the Editor taught me the broad and finer points of vacu-forming, he seems to labour under the misapprehension that I know EVERYTHING. He may be close, and I may be close, but neither one of us is right on that score. For example; I've had little experience with model sub hull construction. Yet. that's the very topic he invited me to cover. I now oblige, but kindly do not expect this and possibly the December column to turn into an all-wool-and-a-yard-wide "how-to" dissertation that will make you rush off to miscellaneous suppliers, take a beeline to the workshop, and emerge all hot and bothered with a model submarine hull--muttering or shouting, "I did it!"
As far as basic construction goes, all the methods applied in surface ship modelling can be applied to submarine models, or two different methods may be combined--depending on builders' inclinations and talents or on the shapes of the prototypes' hulls. In alphabetical order, the ones that conic to mind ate. (1) bread and butter, (2) GRP/fibreglass, (3) plank on frame, (4) PVC-ABC and (5) vacu-forming.

That I left out "out-of-the-whole" in no oversight, but I've never seen it adopted in a model sub. I once had a model fishing boat built that way, and Ken Lockley has that quasi antique launch. but that's about it.

Of the five listed methods, .GRP/fibreglass dominates by *far.* Still, Jack Plummer's U-25 (Krick) is an excellent encouragement for the bread-and-butter addicts. More uncommon yet is plank-on-frame. But some VMSSers will recall Don Koehler's presentation at a monthly meeting. Vacu-forming makes for a potentially beautiful end result, but it lends itself more (and excellently so) to series or mass production. Using PVC/ABC pipe is a Jim-dandy way out of a lot of work, but it is very much restricted to modeling most nuclear prototypes and a few of the modern Australian and European diesel-electrics. Even then, such models' bow and stern cones call for a different recipe. For cry 1:125-scale Miami, for instance, I went bread and butter for the rounded and tapered hull sections and, suitably epoxied, the wood has stood up well for going-on five years of wetness, collisions and wall banging at Harrison's pond and numerous other venues.

In spite of Miami's apparently successful hull construction, a next time I would most all likely opt for a GRP/fibreglass bow and stern. Going that route could (a) save at least some time and, (b) assure lifetime freedom of care. Fibreglass, apparently, is about as immune to the effects of water as the proverbial duck's back. For a little aside: it would also lighten the hull, and make it a bit easier to trim with lead ballast and flotation foam.

Now that the GRP/fibreglass has bean broached again, time has come to point out (and expand upon down the pike) that there are two relatively discrete procedures to follow in fibreglass hull (or other model components') making.

I'm not altogether sure which method is most commonly followed, but in the context of this writing it seems logical to describe them in this order:

1. Wasting Foam and,
2. Foam Plug.

In his closing effort, the late Geoff Walton built his rather big tanker's hull as a disciple of "1" while Len Gibbs's Tally-ho was formed in fashion ."2"

Both methods have advantages as well as drawbacks. Ultimately though, if series/mass production is not a consideration, it is difficult to encourage adopting one procedure over the other I hope to clarify that contention by and by.

Going the first (Wasting Foam) route for a "one-off" hull, the steps to take are, initially, the same ones to be followed for Method II, i.e. for the Foam Plug.

For starters, toward building the foam form, a proper plan is needed. "Proper" implies that not only should it show the hull from the top and side but above all its cross sections. Given those three essentials, depending on inclination and "feel-like-it" mood, one way to start the building process is to cut the keel (do nukes have a "keel ?") on the basis of lines transferred from the plan, out of cardboard, thin ply or whatever and mark on it the positions longitudinally) of the many or few cross sections. Next, the cross section shapes are transferred onto bright-coloured (red, blue, yellow . .) material, cut out, and set up as straight as Easter candles on the keel. And that, then, yields the model hull's skeleton.

Putting flesh on the hull's skeleton calls for a supply of styrofoam--the blue or pink kind used for insulation: not the crumbly variety found in shock-proof packaging. First, the foam may be roughly shaped according to the contours of the hull. Main thing: fuss with the pieces' thickness, so that they fit snugly between the cross-sections' or bulkheads' spacing. Now, lay out paring knives, rasps and sandpaper. Then, before much more, take a drink, sneeze or whatever, and make sure the foam blocks are either spot or tack glued between the coloured bulkheads.

Then, using whatever tool fits mood and dexterity, work the foam down to the precise depth/shape of the coloured stations: the work piece, after a while, should start to look like the strived-for hull with, say, zebra stripes. Not mentioned yet, but of some importance in this Method I, the foam form, in all dimensions, should be leaner than the plan-shown hull by the intended thickness of the hull in the making--say 3/32" to 1/8" **x** 2.

I'll pause here, and finish 'er off for the 20th Century's last Binnacle.
–/Romanus Unicum
Romain L Klaasen

USS Cole hitching a ride home

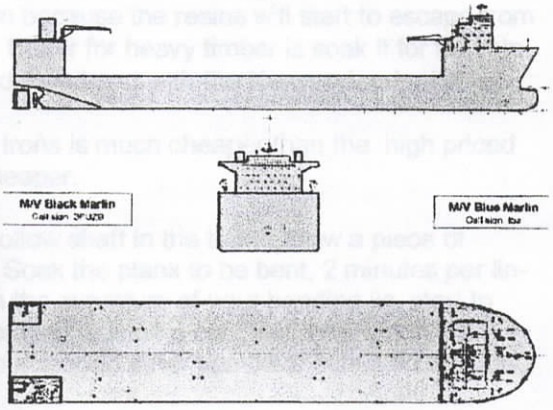
USS Cole, the destroyer damaged by suicide bombers in Aden, is getting a ride home aboard a Norwegian Heavy lift ship Blue Marlin.

The Marlin Class are designed to meet the requirements of the offshore oil industry to transport new types of larger, heavier, taller rigs which are designed for operation in deep water. They are capable of carrying 30,000 metric tonnes. Arranging the ballast tanks in three layers or levels triples the number of tanks available, and provides a very high level of flexibility in ballasting the ship to make it stable, and counteract the bending stresses produced by the huge cargoes carried. Altogether, there are 54 large ballast tanks in the main cargo area, and another 14 tanks arranged fore and aft, thus providing a total of 68 tanks, making it easier to find suitable ballast conditions for awkward, difficult cargoes.

Cargoes are loaded by partly submerging the ship, until only the forward deck and stability towers aft remain above the surface. The cargo is then floated over the deck, which is now deep (up to 10m) under water. When the cargo is in the correct position for loading, the heavy lift ships pump out water and de-ballast, leaving the cargo on deck. Another key feature is that a very high freeboard is achieved in the design, and maintained even with heavy cargoes loaded onboard the ship, which will protect cargoes from heavy seas, a fact that is of particular relevance to large, overhanging and more vulnerable cargoes.

The US Navy has used these ships to move flotillas of minesweepers to and from the Middle East.

	Blue Marlin		USS Cole	
Length overall	217.50m	714ft	154m	505ft
Draught	10.079m	35.5ft	9.5m	31ft
Deadweight/Displacement	57,021mt		8,300tons	



Matchbox/Revell Flower Class Corvette is Back—so are the aftermarket parts!

The 1/72 Flower class kit that got so many of us started in this hobby has been re-issued. Unfortunately, it hasn't been re-tooled so it still lacks basic detailing. While the Matchbox run was in production, David Parkins in the UK (http://www.djparkins.clara.net/gis/gismast.htm) developed many detail sets, but many didn't make it into production by the time Matchbox discontinued the kit.

The good news is that Parkins is ready this time. If you want to build a museum quality model from the kit, he has the parts for you. There are many photo-etch and metal castings, for example:

9" Scuttle Set * UKP5.90
A set providing enough fully detailed Scuttles and Eyebrows [3 parts per assy.]
Flower Class Corvette Deck & Fittings Set UKP79.90
New focs'l, overlays for other decks, over 100 castings plus photoetch
Flower Class Corvette Type C Bridge Set UKP25.90
Replaces virtually all bridge parts
Flower Class Corvette Funnel & Mast Set UKP16.90

Of course, he has weapons, rails, etc. I didn't say it was going to be cheap, but what is these days?

Tips for Bending Wood (notes from cyberspace)

Hello all...the newbie here. :-)

I got an idea for a steaming system from a magazine...however, I've since misplaced the magazine. The idea is to have a tea kettle of boiling water with a tube coming from the kettle's spout. The problem is that I can let the planks stay in for a few minutes and when I take them out, the water evaporates before I even get a chance to start bending them. I keep breaking the wood after heating. I've been able to get one bent, but it is slightly broken?

Response 1

I had the same problem on my first model, it started looking less like a ship and more like a basket. It seems there as many methods to bend wood as there are modelers, here's one I use to bend planks.

Take a low watt soldering pen and mount the handle in a vice so the pen sticks out horizontal near your work bench. Next get a pan of water, I use a glass meat loaf pan. The principle is to dip (I've seen no benefit to soaking as far as planking goes.) the part of planking in the water, slide it back and forth on the soldering iron allowing the wood to bend as it sizzles and steams. If it dries out, dip it in the water again. If the wood burns, the iron is too hot. Use a smaller iron—15 to 20 watts is enough for me. Bending this way allows me to control the bend, I can twist it or bend two ways and make compound curves which are needed in parts of a hull. The point is, it's the heat what bends the wood, the water conveys the heat through the wood as it turns to steam. You can feel the wood giving in to the steam and bending with slight pressure. The wood never gets water logged, is dry and ready to install once bent and can easily be rebent to adjust for a perfect fit. I like the plank to fit it's purpose, no springing out, and no pins required. It is much easier to work with short planks, find a layout to butt joint the planks at bulkheads. Once the planks are tapered, cut them slightly over size in length, bend them, and trim ends to fit. Another thing which helps is to remember, each piece of planking is a scale model of a plank.

Response 2

No need to get quite so fancy. Just soak the planks in water for 15 minutes or so and pin them in place. When they dry they'll be curved just right. For more severe bending I'd recommend a soldering iron with the Kammerlander tip.

Response 3

Don't wet the timbers too long in too much water. If you do that and extend the soaking time to an hour or more, what one intends to do with heavy timbers, you will have a problem because the resins will start to escape from the wood. And then the wood will become brittle, and bending is difficult. Better for heavy timber is soak it for ten minutes in water, take it out and leave it in a plastic bag for an hour or so and then bend with the Kammerlander tip

Response 4

Grinding the threads off a 5/16" bolt and fitting it into a soldering irons is much cheaper than the high priced commercial bending tips. Works just as good as the k method, and is cheaper.

Response 5

Basically to bend a plank, you need a soldering iron that has a hollow shaft in the top to allow a piece of metal to be locked into and a bending jig if the planks are sharp curved. Soak the plank to be bent, 2 minutes per lineal inch. After removing the plank, wipe it off with a rag. Then place it on the curvature of your bending jig, start to wipe the plank with the heated soldering iron, back and forth. Sorta like putting wax on a car. The moisture in the plank does not dissipate all that quickly. So, keep testing your bend to your model...After you have achieved the bend you want, lay the plank down and leave it alone.

Response 6

I would be cautious about using ammonia for bending planks. Somewhere, way back when, I read that it damages the wood fibers and has no benefit over plain water. However, there was another thread that talked about adding a few drops of detergent to water to reduce the surface tension and help the water be absorbed better. I wonder if that would be beneficial in bending planks. Aside from the obnoxious fumes, the ammonia also leaves its salts on the wood and can discolor it, especially some kit woods such as walnut that I think are dyed for uniform color. I have found plain tap water to be sufficient. If you are in an extremely hard water area where the minerals may show on the wood, then use distilled, de-ionized, or reverse osmosis water.

What is the Kammerlander method?

Mr. Kammerlander developed a method of modelling open boats over a plaster form. Basically all ribs and planking are moistened, CA glue is applied at the joints, and a special tip on a soldering iron is used to work the rib or plank into shape. When the heat dries the moisture, the CA 'kicks' and you are ready to add the next rib or plank. He does manufacture some beautiful kits off his kitchen table, but distribution is very limited because he is a modeller sharing his method with other modellers, not a commercial kit manufacturer. His method has been more accepted as a way to bend wood than other commercial manufacturers, because I guess, he has produced a line of small inexpensive model boats for people to try.

Making Masts and Spars

I have used both an electric drill and drill press to make masts and spars. The length of the work determines which tool. If you have a drill press, you could swing the head to where the chuck is off the table and in direct line to the floor. You would have to use a guide (length of pipe) as a rest. Also make a tailstock (out of a ball bearing w/ center point) to place on the floor and drive a screw or other type of holder into the chuck.

The electric drill fastened to the table works the same way. You would have to fasten the other end in a jig to hold her down but the principle remains the same.

The best method, though is to just cut a "Vee" block 6-8" long and use a wood plane to hex the wood (cut on each quarter) then mark the widths at various points and shave the wood down to them. Actually faster and easier then the time it takes to set up anything else. Good idea to have some outside micrometers to watch the barrel diameter though, as well as medium to fine sandpaper to round the hex.

Tiny Tim Keenan, Internet