

THE BINNACLE

FEBRUARY 1991



NEXT MEETING MARCH 14, 1991 7:30 P.M.
AT THE FLEET CLUB

VICTORIA MODEL SHIPBUILDING SOCIETY
Box 4114 Postal Station A
Victoria, B.C.
V8X 3X4

COMMITTEE 1991

President	Ron Wild	478-54
Vice-President	Ray Goodacre	1- 646-28
Secretary	Ron Hillsden	479-57
Treasurer	Bernard Eeles	652-4842
Director (Publicity)	Mike Anton	1-743-9325
Director (Newsletter)	Ken Lockley	477-5830
Director (Newsletter)	Don Gorby	478-6283
Director (Regatta Liason)	Henk Meursing	652-4095
Director (Librarian)	Del Beckner	477-4994
Director (Entertainment)	Ron Armstrong	478-4974

UP COMING EVENTS

Jan. 16	Light Up Fun Float CANCELLED - Gulf War
Jan 20	Sailing Group - start of Easter Ham Series 1-3 P.M. Elk Lake
Feb. 3	Sailing Group - 1-3 P.M. - Elk Lake
Feb. 7, 8 & 9	Can West Mall Hobby Show
Feb. 13	Light Up Fun Float CANCELLED - Gulf War
Feb. 14	V.M.S.S. Regular Meeting
Feb. 17	Sailing Group - 1-3 P.M. - Elk Lake
March 3	Sailing Group - 1-3 P.M. Elk Lake
March 14	V.M.S.S. - Regular Meeting
March 17 & 31	Sailing Group - 1-3 P.M. - Elk Lake
April 11 - 14	Hobby Show (Victoria Lapidary & Mineral Society) Curling Club
April 11	V.M.S.S. Regular Meeting

VICTORIA MODEL SHIPBUILDING SOCIETY
FINANCIAL REPORT

For the Three Months Ended 31 January, 1991.

INCOME

Memberships to 10 January-- 38	760.00	
Raffles	39.00	
Donation	50.00	
Coffee	12.59	
Bank Interest	24.11	
	<hr/>	885.70

EXPENDITURES

Banquet-Pacific Fleet Club		
68 Tickets	812.00	
Miscellaneous Charges	136.18	
	<hr/>	
	948.78	
Entertainment	150.00	
	<hr/>	
	1098.78	
Income	814.90	
	<hr/>	
		283.88
Bulletins		31.95
Library		33.70
		<hr/>
		349.53
Net Income for the period		<hr/>
		536.17

BALANCE SHEET

ASSETS

Cash at Bank 2204.77

SURPLUS

Balance as at 31 Oct. 1990	1668.60	
Net Income for the Period	536.17	
	<hr/>	2204.77
		<hr/>

REGATTA UPDATE

Our yearly regatta is planned for July 7, tentatively, the location to be announced soon, hopefully.

There are FOUR differences, however, from the former eight regattas:

- first - there will be sailboats included, which will give another boost to the competition.
- second- we hope you will open your home to accomodate the BED and BREAKFAST program, so that our out of town friends can arrive the day before and have an early start at the lake on Sunday, and be able to return home after the regatta.
- third - another way to cut the cost for our guests, - we will provide transportation from the ferry to the regatta premises, if this is requested at least 10 days before the event.
- fourth- the BOATS which have won a first place in the master class in one of our former regattas, are retired from that class and promoted into SHOW.

We still will have THREE CLASSES: NOVICE - SKILLED - MASTER. Every class can compete in static and course-steering, however the last one is different for the power boats and the sailboats.

There is a lot to be done and we need your support to make this a success, so please sign up if and when asked. YOUR HELP IS NEEDED for the good name of the V.M.S.S. Thank you.

Chairman of Regatta: Henk Meursing

QUOTING "RON"

We're a boat club, lets bring finished and partially constructed models and plans, etc., to our monthly meetings for others to see.

we all learn by sharing our building expertise with others. Any problems, bring them and your boat, lets "chew the fat" about it.

CLUB DUES

The policy of the Club is to have all dues in as early as possible in the New Year. At the time of writing we only have half our membership paid up. Anyone unable to get to the meetings, please send a cheque for \$20.00 to Bernard Eeles, 1906 Jeffree Rd., Saanichton, B.C., V0S 1M0.

One of the characteristics of an "improved Restigouche" class destroyer is it's tall Lattice Mast. It is one of the reasons I choose one of these ships as a 1/96 scale model. The mast is a challenge because it is so complex and its sides taper in to the top.

Destroyer models are unstable in the water due to their narrow beam and low displacement. The mast has to be light weight to keep the center of gravity low as possible.

I choose plastic as a modelling material because it is light weight and I don't have the soldering skills to make it out of brass. I used a combination of the structural plastic shapes sold in hobby shops and "Evergreen" styrene shapes. These two plastics are not compatible, so I used Zap-a-Gap to glue them together. The structural shapes were plastic rods with wire embedded for strength.

I am going to describe the "jigs" I used to construct this mast, more than the method.

I started by laying out the sides of the mast, back-to-back and beside each other on a file folder. (figure A). They were laid out side by side so all the braces would be parallel and I could use my eyeball to ensure both sides were the same. The file folder was used because it is covered with a waxy substance, so glue doesn't stick to it.

The four uprights were scotch taped to the file folder and the parallel braces and cross braces glued in place. I cut two of everything as I went and glued them to each side at the same time to insure symmetry.

When the sides were finished, I moved them to another jig. (fig. B). This was a building board on which there were a couple of uprights, representing the deck and the masthead. Holes were drilled at the correct locations for the corner poles (which were trimmed to the correct length later). The back of my mast is perpendicular to the deck, so these two uprights were built at 90 degrees. If you don't have a perpendicular plane on your mast, you can adjust the angle of the uprights. I drew the mast on the building board to keep everything lined up and to get all the braces in the right places. I also did the sides first because the front of the mast is narrower than the back. This jig holds everything at the correct angles.

I then glued parallel braces in the top and bottom (front and back of mast) as necessary for strength until they were all in. I also glued the cross braces while the mast was in this jig. At this point the mast and the upright supports were removed from the board and placed over another drawing on a file folder so I could add the yardarms, etc., and keep them parallel.

cont'.....

The deck template is still on my mast as it is not installed on the model yet. It just provides a little extra protection.

This mast is light and strong. I was worried about joints springing or plastic warping, so I left it in the sun last summer to see what would happen. Nothing did. I guess all the individual pieces are short enough not to be stressed. It also got a stress test of the severest kind one day. "Mr. Nobody" knocked it off my desk and stepped on it! The yard arms were bent (brass) and some of the detail was knocked off, but the lattice structure was pretty well intact. Only one glue joint sprang! I do not recommend this type of structural testing for models!!

As a parting thought, I had to make a mast for another model. It uses three pieces of pipe as uprights, and shorter pieces of pipe, welded in to form a series of triangles.

I elected plastic again, - plexiglass rods this time. They were too long to stay parallel in the building process, so I devised another jig. (fig. C) to hold the "deck" and "masthead" templates while I glued the triangles in. It's just a building board with two uprights the height of the mast. The bottom template slides in to the space between the uprights and I pinned the top template to the uprights. I drew the location of the braces on a file card and cut it to fit between the templates. The jig is open at both ends to facilitate construction.

I hope you can use these ideas somewhere, sometime. HAPPY MODELLING!!!

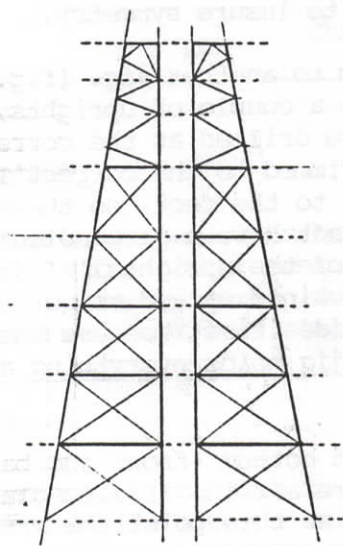


FIG. A

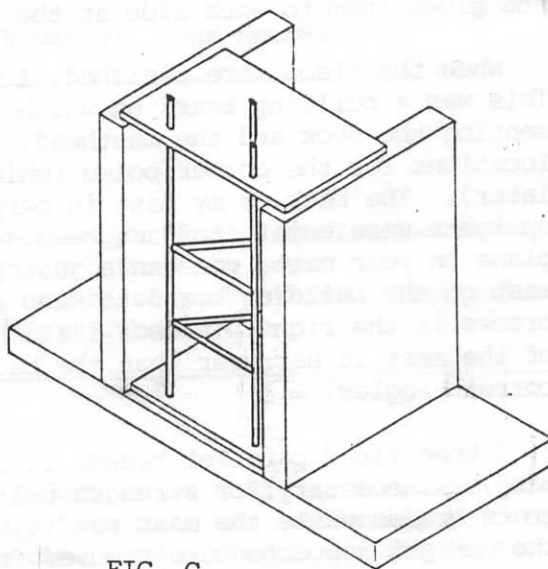


FIG. C

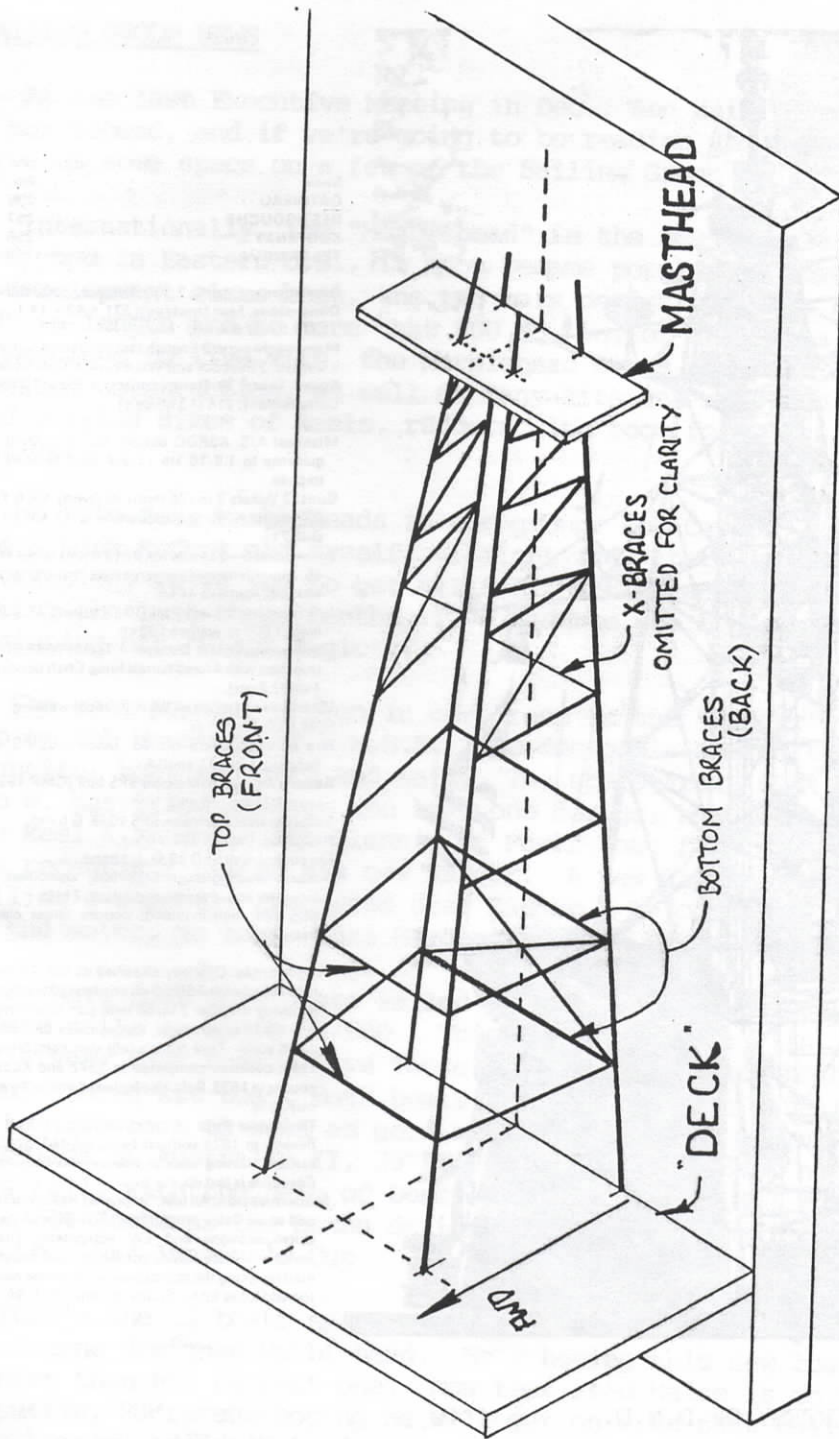
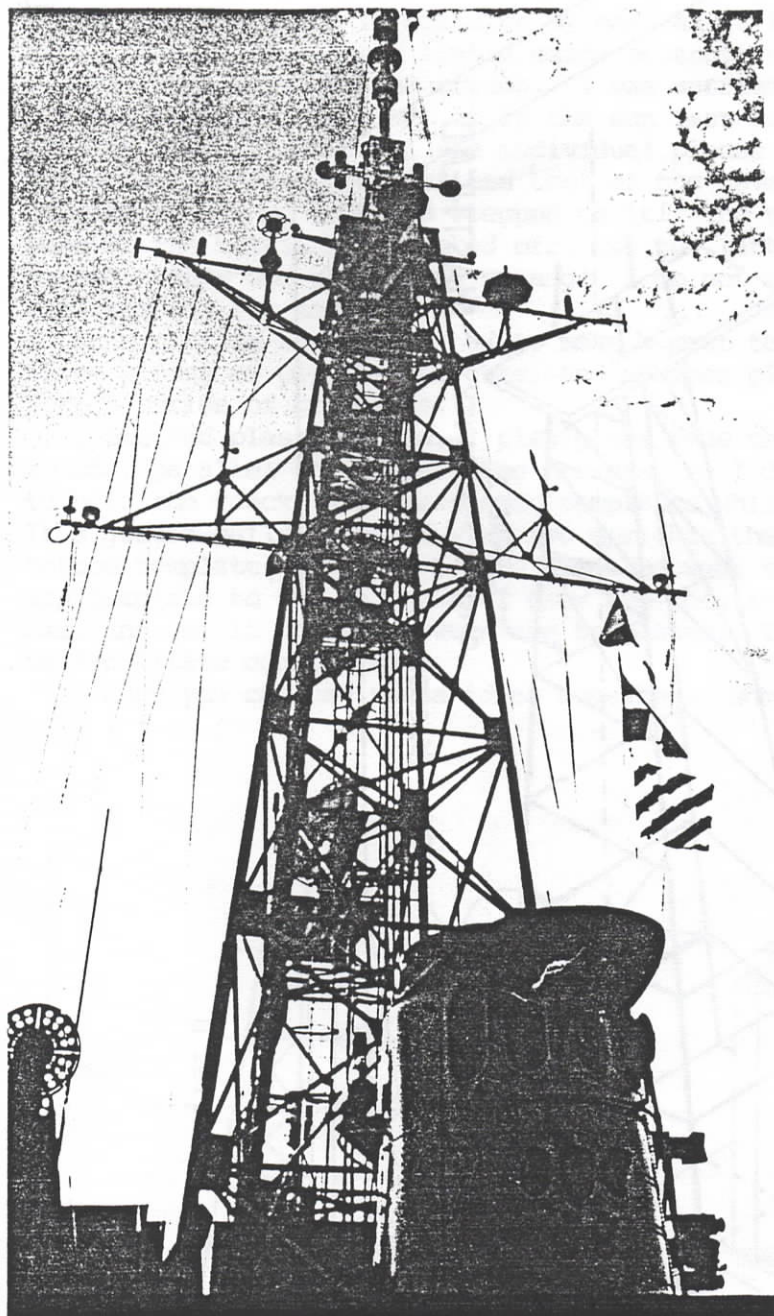


FIG. B



COURTESY OF D.N.D.

Name	No.
GATINEAU	236
RESTIGOUCHE	257
KOOTENAY	258
TERRA NOVA	259

Displacement, tons: 2 390 standard; 2 900 full load
Dimensions, feet (metres): 371 x 42 x 14.1
(113.1 x 12.8 x 4.3)

Main machinery: 2 English Electric geared turbines; 30 000 shp;
2 shafts, 2 Babcock and Wilcox water tube boilers
Speed, knots: 28. Range, miles: 4 750 at 14 knots
Complement: 214 (13 officers)

Missiles: A/S: ASROC octuple launcher ①; 8 reloads; inertial guidance to 1.6-10 km (1-5.4 nm); re-entry vehicle Mk 46 torpedo.

Guns: 2 Vickers 3 in (76 mm)/70 (twin) Mk 6 ②; dual purpose; 90° elevation; 90 rounds/minute to 17 km (9 nm); weight of shell 7 kg.

Torpedoes: 6—324 mm Mk 32 (2 triple) tubes ③. Honeywell Mk 46; anti-submarine; active/passive homing to 11 km (6 nm) at 40 knots; warhead 44 kg.

A/S mortars: 1 Limbo Mk 10 (3 tubed) ④; automatic loading; range 1 000 m; warhead 92 kg.

Countermeasures: Decoys: 4 Tracor MBA SRBOC Mk 36; 4 launchers with 4 fixed barrels firing Chaff decoys and IR flares to 4 km (2.2 nm).

ESM: Canews (replaced WLR 1); radar warning.

ECM: ULQ-6; jammer.

Fire control: GFCS Mk 69. Litton ADLIPS; automated handling; Links 11 and 14.

Radars: Air search: Marconi SPS 503 (CMR 1820) ⑤; E/F band; range 128 km (70 nm).

Surface search: Raytheon SPS 10 ⑥; G band.

Navigation: Decca 127E; I band.

Fire control: Bell SPG 48 ⑦; I/J band.

Sonars: Westinghouse SQS 505; combined VDS and hull-mounted; active search and attack; 7 kHz.

SQS 501; hull-mounted; bottom target classification; high frequency.

Programmes: Officially classified as DD. These four ships were first refitted with ASROC aft and lattice foremast. Work included removing the after 3 in/50 twin gun mounting and one Limbo A/S Mk 10 triple mortar, to make way for ASROC and variable depth sonar. *Terra Nova's* refit was completed on 18 October 1968; *Gatineau* completed in 1972 and *Kootenay* and *Restigouche* in 1973. Refit also included improvements to communications fit.

Three other ships of the class were paid off into Category C Reserve in 1974 without being refitted. *St Croix* is used as a harbour training ship in Halifax and *Columbia* at Esquimalt. *Chaudiere* is laid up.

Modernisation: All four "Improved Restigouche" class modernised under Delex programme 1983-86 with new air radar, GFC, communications and EW equipment. The Bofors rocket launcher replaced by Super RBOC and Tacan fitted on a pole mast replacing the top section of the lattice mast. Triple Mark 32 torpedo tubes fitted. Extension until 1991-94.

Janes 1989
Fighting Ships

SAILING GROUP NEWS

At the last Executive Meeting in Dec., Ron said to me, "What the heck is a Marblehead, and if we're going to be reading about sailing, why don't you give us some specs on a few of the Sailing Group Boats? (You asked for it).

Internationally, the "Marblehead" is the most popular design. Originally designed in Eastern U.S., it soon became popular all over the World. Basically a development class boat, the two main design features being, no longer than 50" in length and no more that 800 sq. in. of sail area. With an easy set of dimensions to live with, the Marblehead class allows 1 lot of latitude for scratch construction, as well as many kits and ready to sail finished boats and varying sizes of keels, rudders with room for experiments by the Sailor-BUILDER.

We have four Marbleheads in our group: Rob Carson, Roland de Shepper, Don & Glen McCort and myself. I might add, that with all this building and developing, we've yet to get all four Marbleheads on the water at one time. During the last three months, I've had the use of Roland's boat while finishing off "Black Magic".

The most popular design in our group is the "Ranger", designed some years ago by Rob Woodward of V.M.S.S. The design is a credit to him, as it's a beautiful boat to watch and sail. The specs are - 62" length and 14" beam. Rob W. has tried to keep the boat one design, but recently he's developed a new keel & rudder. Rob Glennie of Power Boat fame and enthusiastic builder, has recently finished his new Ranger. A new Club member, Howard Gillard is sailing a recently purchased used Ranger. To complete the list of the Rangers on the water, we have, Russ Hayden and Fred Rainsford.

We have four more boats sailed in the group which vary from 36 to 39". Roland sails an older 36/600. This 36" with 600 sq. in. of sail area makes for a very fast boat. Dave Teese and Tom Halket are both sailing a German manufactured kit boat. Both boats were launched this fall. They offer a more scale like look as well as good sailing qualities. Henk Meursing is sailing a replica of Australia II, 39" in length. Henk's boat has raced in every race this fall, with the help of Derrick Baker skippering, while Henk was in the sun. It features the Lexen designed fin keel which led the Australians to win the 1983 America's Cup.

That's the 12 boats sailing at present. Roland is proceeding to build a Bob Sterne designed Marblehead. He's hoping this new boat will be 20% lighter than his current one. Now that Fred Haire is on holiday from the Executive, we're all hoping he will get on with that hull he's got in his workshop. Fred has helped us with score keeping, starts & finishes.

con't.

In December we had 2 meets and had 8 & 7 boats out respectively. In Nov. we all enjoyed having Bob Sterne from Vancouver do a demonstration and Don Ferguson was down from Nanaimo with part of his flotilla. In winding up on the last three months of R.C. sailing, I'd like to say I've made some great new friends, and we're looking forward to improving our sailing skills and we welcome any new interested parties to the world of R.C. Sailing at Elk Lake.

Ken Lockley

RESULTS OF THE TURKEY RACE:

Roland de Shepper won the sail racing group "Christmas Turkey". Henk Meursing proposed and is responsible for donating the turkey as first prize for the first series.

We used the predicted time technique. Having all types of boats participating in one race, it's not the fastest boat, it's the skipper who is most capable in getting around the course in his own predicted time who wins. Rob Woodward and his Ranger is undoubtedly the fastest boat with Russ Hayden his shadow on the water.

Final results are: First: Roland de Shepper
Second: Don McCort & Rob Woodward
Third: Russ Hayden.

PLEASE WELCOME NEW MEMBERS:

George Oliver
Apt. 414
200 Dallas Road
Victoria, B.C.
V8V 1A4

386-3751

R.C. North Sea Trawler





Royal Oak Hobbies

ROYAL OAK CENTRE

4454 WEST SAANICH RD., VICTORIA, B.C. V8Z 3E9
TELEPHONE (604) 479-7814

HOBBIES • CRAFTS • TOYS • STATIONERY

Hours Mon, Tue, Wed, Thu, Sat 9:00 - 5:30, Fri 9:00 - 7:00, Sun 12:00 - 5:00



Bob Rancier
Garnett Rancier

B.C. SHAVER SHOP LTD.

Hobby supplies and shavers

742 Fort St.
Victoria, B.C.
V8W 1H2

383-0051



SIDNEY



HOBBIES & SHAVERS

open Tuesday thru Saturday

10:00 a.m. till 5:30 p.m.

9788a 2nd st. Sidney

655-3622

