THE BINNACLE

NOVEMBER 1991

XMAS DINNER DECEMBER 12, 1991 7PM AT THE PRINCESS MARY RESTAURANT
NEXT REGULAR MEETING JANRUARY 9 1992 AT THE FLEET CLUB

VICTORIA MODEL SHIPBUILDING SOCIETY
BOX 4114 POSTAL STATION A
VICTORIA, B.C.
V8N 3C4

COMMITTEE 1991

PRESIDENT	Ron Wild	478-5430
VICE PRESIDENT	Ray Goodacre	1-646-2871
SECRETARY	Ron Hillsden	479-5760
TREASURER	Ray Goodacre	1-646-2871
DIRECTOR (PUBLICITY)	Mike Anton	1-743-9325
DIRECTOR (NEWSLETTER)	Ken Lockley	477-5830
DIRECTOR (NEWSLETTER)	Don Gorby	478-6283
DIRECTOR (REGATTA LIAISON)	Henk Meursing	652-4095
DIRECTOR (LIBRARIAN)	Del Beckner	477-4994
DIRECTOR (ENTERTAINMENT)	Ron Armstrong	478-4974

UPCOMING EVENTS:

November 14	V.M.S.S. Regular Meeting - 7:30 P.M. - Fleetclub Annual General Meeting.
November 17	V.M.S.S. R.C. Sailing - Elk Lake - 1-3 P.M.
December 1	V.M.S.S. R.C. Sailing - Elk Lake - 1-3 P.M.
December 12	V.M.S.S. Annual Christmas Banquet - Fine Dining & Good Entertainment.
December 15	V.M.S.S. R.C. Sailing - Elk Lake - 1-3 P.M.

1991 ANNUAL CHRISTMAS BANQUET:

Princess Mary Restaurant Vessel: December 12, 1991.
TIME: Social Hour 6-7 P.M. Dinner 7:00 P.M.
COST: $14.00 per person, including ENTERTAINMENT.

A full variety of Hot & Cold dishes & deserts, with BAR available.

Tickets must be purchased before Dec. 5 - from members of your Executive, also from Jack Lenfesty & fred Haire. Let's finish the '91 Club year with a great turnout! P.S. TOTAL FUN NIGHT!!!!!!!!!

WHAT SHIP - WHERE TO

Casual Interviews with Club Members

Within the club, there is a group whose interest lies with men'o'war, and amongst this group are individuals who favour different types. For this issue I would like to discuss our flotilla of Canadian frigates that at least three of our members have under construction. Although in various stages of completion, these models are regularly seen at club events. What they have in common are their hulls. As the story goes, retiring (Navy) Commanding Officers were presented with a mounted (fibreglass) half-hull model. These glass half-hulls were produced in the "yard", and someone had the bright idea of producing the other half: by joining them together a model ship hull is produced. Soon after, molds were made to produce the decks and some of the bridgework. With these basics the modeller is on their own to complete whatever particular ship they desire. The scale of these models is my favorite, one-eighth to the foot. Through various ways and means these hulls can be had, if one is willing to put in the time and effort to do the research and construction to outfit their model.

The first model I had the opportunity of seeing, was HMCS MACKENZIE (DDE 261), lying in her builder's yard at Don Gorby's house. He was kind enough to offer me a tour of the construction in progress one evening. Don has been a member for the past three years and is the assistant editor of the Binnacle, his first "posting". He has been working on his model for about two years, and hopes to have her commissioned in another two. Mackenzie, though, has done her sea trials and can be quite often seen at the regattas. She is powered by two direct drive motors. Each is controlled by a servo with electronic speed control; another servo controls the twin rudders. The motors are salvage Canon photocopier motors, something that has worked very well. They are for industrial service so are high quality to provide years of flawless service with heavy use. Don's occupation in electronics has allowed him the luxury of actually understanding and designing the necessary electronic components to make all of this function.

Don is doubly fortunate in working for the Department of National Defence receiving the opportunity for observing and working on the real life prototype. He is modelling Mackenzie as she currently is. He has acquired old docking plans and has a variety of photographs with which to work with. Excepting the fibreglass, all of the upperdeckwork and superstructure is going to be made from brass. Thin shim stock allows the weight to be kept down on par with styrene plastic.

Don's next project will be the FOUNDATION FRANKLIN, the tug made famous in Farley Mowat's books. He hopes to build it in three-eighths scale out of metal for he also hopes to power her with steam. He has managed to get most of the drawings he needs and as Don says "Researching the model is half the fun".

Also lying on the ways, is HMCS KOOTENAY (DDE 258). She too is being built in her current configuration. Kootenay resides in Ron Hillsden's shop awaiting fitting. Ron has been the club's secretary for the last three years, a post he took on almost from the day he joined. Ron drifted into boats after toying with trains, cars and planes. His first project was the Matchbox Flower Class corvette, also regularly seen at club meets. He found that even large scale kits were sorely lacking in detail and quality. He had the opportunity to pick up one of the destroyer hulls second hand and decided to try his hand at scratch building. Unfortunately, the hull itself was in very bad shape and Ron ended up using it as a plug for a new hull. This was fortunate, as Kooteneay is an Improved Restigouche Class, and her stern is different from the class that Mackenzie belongs to. By converting his existing hull into a mold he was able to easily make the alterations required. Ron felt remaking the mold and hull were very worthwhile experiences, that will stand him in good stead for other projects.

All the running gear for the Kootenay is ready to install. Ron has aquired a selection of motors from various sources, such as car cassette tape decks and Sony walkmans. These will be used for running radars and ship's propulsion. He has also purchased white metal parts from the UK and some photo etched brass parts from the US. The majority of the superstructure is finished, primarily constructed from Plastruct and vacuum formed parts. In building the deck fixtures, Ron works on top of copies the plans, so at any given time he knows how things are fitting. Beside him at eye level are the photographs of the section he is working on, a very nice arrangement.

Ron is also a regular contributor to the Binnacle. In the February 1991 issue he wrote an article about how he constructed his main mast and September's issue contains an article on his next project the new 500 class of Coast Guard cutters.

Another flotilla member seen quite often at meets is HMCS CHAUDIERE (DDE 235). Chaudiere is being constructed under the skillful guidance of Mike Anton. Mike is one of our out of town members, living in Cobble Hill and working in Victoria. He has been a member for about two years now and finds the club a great place to watch, learn, and listen. Mike is currently the club's publicity officer, his first official duty.

Unlike Don and Ron, Mike is building Chaudiere as commissioned in 1959. Because she was laid up relatively early in her career, Chaudiere has not had very many radical changes to her original appearance. He has taken well over two hundred photos of her. Unfortunately, he has been unable to track down a set of plans of her, but does have a set for her sistership HMCS COLUMBIA. Although all of these frigates have the same hull, their upper decks are different. Only Chaudiere and Columbia (both laid up) are representative of their class of three original Restigouche class. Since both the Improved Restigouche and St.Laurent class have their origins in the Restigouche class, by using drawings from both calsses, Mike has been able to fill in all the detail required.

Mike has elected to use styrene for all his upper deck work. He, like other flotilla members, has modified the original fibreglass hull parts to closer resemble his ship. "ZAP" glue is the bonding agent of choice for plastic. Mike quite often uses it as well to tack composite brass and plastic parts together, using epoxy later to make the join permament. He uses soldering where he can on metal to metal fittings. He has about two years into his model and intends to have it complete for next years regatta. In constructing his stryene parts, such as guns, Mike glues photocopies of the drawings onto the styrene using a water soluble glue in a glue-gun. Mike spent a fair bit of time with his motor arrangements, going from siliconing the motors in to hard mounting and back to siliconing again. As Mike says "You have to try something, to learn anything about it."

For his next project, Mike has underway the mold for the FFG 7 OLIVER HAZZARD PERRY class of American destroyers. For making the mold, he used plywood frames over which he put (door) screen. This he covered with Bondo, and sanded to shape. This allowed him to create the complex hull form that modern warships have.

All of the flotilla members enjoy the challenge of building Canadian ships. There is not much of information about them, and is often contradictory. They have amongst themselves an informal information network where they trade information and tips as they get to the various fittings. The future looks good for our flotilla members. Mike has another hull and is considering it for Columbia, and there are rumours of other hulls under construction. In addition, there may be a model of HMCS PROVIDER under construction, also in one-eighth scale. Now if we could get a "WHISKEY" class submarine.....

JOHN TENNIER

On our recent visit to England, I was able to spend several hours at the Maritime Museum in Bristol. Probably some of our members have had the pleasure of visiting this establishment.

The main feature is the S S Great Britain, built in 1843. She was the first propeller-driven iron ship. After nearly fifty years of service, she ended her days on the beach in the Falkland Islands, and so it was fitting that she should be returned to Bristol and placed in the same dry dock where she was built.

The massive undertaking of restoring the ship to its original 1834 condition is moving along as funds become available. The working model of the engine, with its unique chain-link drive and the many other advanced inovations for that era, show that Brunel was ahead of his time.

The Transportation section of the Museum, the beautiful finely detailed static models showing shipping from sail to the present day, was most interesting. The Museum also has a variety of steam engines, all in working order, plus a section on steam, gas and diesel-driven road vehicles.

For the train buffs, there is a large #1 gauge layout, with a selection of locomotives and rolling stock covering the history of railroading.

I was fortunate to meet the principal restorer of the steam tug 'Mayflower', built in 1861. She worked continuously for one hundred and six years until 1967. Fortunately she was saved from the scrap heap by the Bristol Museum and eventually restored to her original condition. The original steam plant was replaced in 1922 and is still operating to-day, making tourist trips around Bristol Harbour.

I purchased a set of plans drawn by the restorers. If any members would like to see them I will bring them to one of our meetings.

Any member whose vacations plans might include a trip to Bristol, this Museum is a 'must'.

Bill Birch - October, 1991

WHY WOOD - IT's PART OF US.

In the next two issues of the Binnacle, we're going to examine some of the aspects & techniques to construct wooden marine models, highlighting the choice of timber, adhesives, fastenings & the importance of pattern mak Also, some diagrams showing good construction practises, which all lead a well executed model.

Listed below are the species of lumber used in full size wooden boat building, with appropriate characteristics of each type of lumber used.

The information given in this Table has been derived from a booklet entitled 'Timber for Boats' issued many years ago with 'Practical BoatOwner'. I am grateful to IPC Magazines Limited for their permission to make use of the booklet.

Western Red Cedar	24lb/cu ft.	Nails, screws and glues well. Non-resinous, stable, straight grain, soft. For planking lightweight hulls and deck.
Sitka Spruce	28lb/cu ft.	Nails, screws and glues well. Straight grain, fairly soft, little resin, stable. For spars, frames and decks.
European Redwood	31lb/cu ft.	Nails, screws and glues well. Fairly resinous, stable, fairly hard and strong. For planking or thwarts.
Agba/Tola	32lb/cu ft.	Sharp tools needed, glues well. Resin in patches, fairly strong. For planking, decking and veneers.
Douglas Fir	33lb/cu ft.	Nails, screws and glues well. Raised grain and resin need care in finishing. Fairly stable. For decking, planking, masts, spars.
Utile	34/37lb/cu ft.	Nails, screws and glues fairly well, fairly stable, irregular striped . For planking, decking and veneers.
Honduras Mahogany	34lb/cu ft.	Nails, screws and glues fairly well, very stable, finishes well. For planking, decking and superstructures.
African Mahogany	35/44lb/cu ft.	Nails, screws and glues well. Medium hardness, stable & takes good finish. For planking, decking and frames.
Teak	41lb/cu ft.	Nails screws and glues well. Nails near edges may split wood. Fairly hard, strong, stable. For planking, decks & superstructures.
Pitch Pine	41lb/cu ft.	Very resinous which makes it fairly hard to nail or screw. Hard, strong and stable. For keels, stringers, decking planking and masts.
Oak	45lb/cu ft.	Nails, screws and glues well. Hard, strong & stable. Bends well. For stems, framing and stringers.

In model making, it's easier, we don't have to worry about rot or mildew & many other problems that real wooden boats & ships have to contend with. The guide is a help to the model maker, it clearly shows the weights & gluing possibilities of most woods you are going to encounter. Not listed is plywood & balsa. The hobby shops carry the 1/16 Birch ply, & of course, a wide variety of Balsa. Windsor Plywood sells 3' X 6' X 1/8" Mahogany plywood used in the building of doors, commonly called "doorskin". This is an excellent, inexpensive general purpose material for all sorts of building projects, such as temporary bulkheads, pattern making & outer planking or skin.

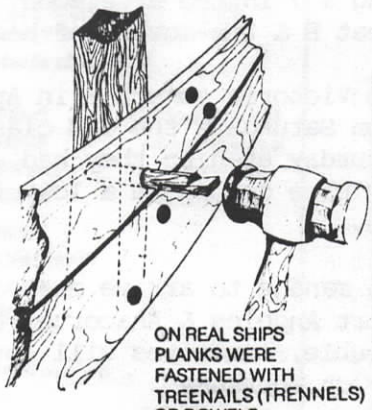
The hobby shops carry short lengths of wood other than balsa & its usually Mahogany. For the larger models, Artisan Specialty Woods, Tools & Space in Victoria & Westwood Marine Lumber of Sidney can supply your needs. All three firms will plane down your purchase to a specific dimension. If you have time & storage space, carefully selecting of some species at our local building supplies is another way to cut costs. If you use common lumber, air drying is essential for at least six months or longer, depending on the thickness. Careful planing is needed to keep your workshop supplied with seasoned, dry building material. A tablesaw using a plywood panel blade will cut most wood down to your needed dimensions.

FASTENINGS

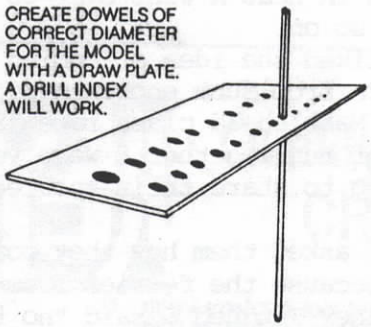
With all the planks neatly in place the modeler may wish to go on to the simulation of the trennels (or treenails) which would have been used to fasten the planks to the frames of the real ship. This task commits the modeler to the drilling of a great many small holes which he then fills up again with as many dowels. To do the job completely, he must mark out the positions of each of the ship's frames and then assign the positions of the trennels according to shipwright's practice.

Alternately the job may be stylized so that trennel fastenings only appear at the bulkheads or at the butts.

Small dowels may be obtained from ship model supply houses or can be made by drawing thin, square stock through a draw plate. A drill index can work for the latter. The dowel diameter in scale should be the equivalent of about 1" to 1½" in the actual ship. Also, since you want the heads of the trennels to show up, you should make them from a contrasting colored wood. Holly or boxwood work well for light trennels; pear or redgum will do for darker trennels.



ON REAL SHIPS PLANKS WERE FASTENED WITH TREENAILS (TRENNELS) OR DOWELS 1" TO 1½" DIAMETER



CREATE DOWELS OF CORRECT DIAMETER FOR THE MODEL WITH A DRAW PLATE. A DRILL INDEX WILL WORK.

con't. next month

PLEASE WELCOME THE FOLLOWING NEW MEMBER:

Ron Baker-Smith
1590 Christmas Ave.
Victoria, B.C.
V8P 2X2
ph. 477-6202

WELCOME ABOARD GUYS!

SAILING REPORT - SURPRISE LAKE, WA - SEPT. 14/91 - BY HENK MEURSING:

In order to know more about sailboats & their equipment, & to have a look at how other clubs organize their regattas, my wife & I went to Milton, south of Seattle & east of Tacoma. The lake is beautifully situated, one enters a Surprise Lake Village, a conglomerate of townhouses. A winding road brings you to this lake, with a clubhouse belonging to the residents, & a swimming area closed off by docks forming a square. This facility is used by the Gig Harbour Model Yacht Club (G.H.M.Y.C.) & the weekly trials are held there. The docks are about two feet above the water & that is the only inconvenience, apart from the geese. The docks were just scrubbed when we arrived. Owing to the surrounding hills, the lake is well protected, so there is far less wind than in our area.

There were 14, twelve meter sailboats, so the competition went in two heats; they had 7 races in the morning & 7 in the afternoon. The highest classifieds in heat A went over to heat B & the lowest of heat B went over to heat A and so on.

They liked the idea of coming to Victoria sometime in April & I hope that we can learn from such encounters. On Saturdays the 12M class races & on Sunday the Marblehead class race. Saturday evening they had a dinner. They had a lot of fun together & were very nice guys with a lot of camaraderie very willing to share their knowledge.

When I asked them how they could manage to arrive early on Saturday in Victoria, because the ferries from Port Angeles & Anacortes are on a winter schedule, they laughed & said "no trouble, our wives will love to go & see Victoria, so we will be there already on Thursday". Henk.