

# THE BINNACLE

SEPTEMBER 1991



NEXT MEETING OCTOBER 10, 1991 - 7:30 P.M.  
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
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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

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### UP COMING EVENTS:

- Sept. 12 - V.M.S.S. Regular Meeting - 7:30 P.M. - Fleet Club
- Sept. 14 & 15 N.O.R.C. Regatta, Gig Harbour, Wa. -  
for E.C. 12 & Marbleheads.
- Sept 22 - Valley Model Boat Club Regatta - Gardiner Park
- Sept. 22 - V.M.S.S. R.C. Power - Harrison Yacht Pond 1-3 P.M.
- Sept 22 - V.M.S.S. Thrifty Foods Sailing - 4th Sunday, this month  
only, because of swimming barrier. Elk Lake 1-3 P.M.
- Oct. 6 - V.M.S.S. Thrifty Foods Sailing, Elk Lake, 1-3 P.M.
- Oct. 10 - V.M.S.S. Regular Meeting - 7:30 P.M., Fleet Club.
- Oct. 13 - V.M.S.S. R.C. Power - Harrison Yacht Pond 1-3 P.M.

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### \* NOTICE OF ANNUAL GENERAL MEETING \*

Be advised that the Annual General Meeting of the Victoria Model Ship-building Society will take place on November 14, 1991 at 19:30 hours at the Pacific Fleet Club in Victoria. The Main purpose of the meeting will be election of officers and directors.

R.A. Hillsden - Secretary



## FROM THE PRESIDENT

Even though, as I write this, the temperature is close to 80 degrees F, winter is fast approaching and with winter comes the clubs' election time. As you know, both Ron Hillsden and myself must, under the constitution, step down from our positions. It remains for someone else to steer the boat so to speak, and therefor I ask each and everyone of you to seriously consider running for office. There are many capable members in our club and all it takes is a little effort, a little time, and the want to improve our club even more. So please don't leave it up to the other guy, do your part by running for office.

On another matter, we would like to hear from you in regard to the type of entertainment at our monthly meetings. It is difficult for the entertainment director to put together an evenings program without some input from the members. Perhaps some of you newer members would like to see some of the basic modeling techniques etc. At the same time, we don't wish to bore the more experienced club members. If there is anything you would like to have presented, please see the editor (Ken Lockley) or myself.

Ron

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### BENDING WOOD:

To bend planks, ribs, coamings, etc., add a generous portion of fabric softener to your water and let your wood bath for 1 or 2 hours. The fabric softener makes the fiber in the wood more pliable. Try it, you'll like it!

## SAILING REPORT:

Even though there has been no organized sailing through July & August, and won't be until September 22, Henk M. and Derek B. have been busy scheming up a handicap system based on the forty races of last Fall, Winter & Spring series. To me the system looks good. The top Skippers have to continue hold their high average & the less experienced Skippers have a good chance to compete favorably. Derek & his "Computer" will keep abreast of the ups and downs of future race results.

The handicap system should be more fun for everyone; it's not intended to make our races more serious, FUN is the priority. Therefore, state of the art design is not a prerequisite. As an example, my choice is to build a 1935 design & it can compete just as well as a Marblehead or Ranger under this system.

HANDICAPS AS THEY STAND AS OF JULY 1/91.

<u>SKIPPER</u>	<u>CLASS</u>	<u>HANDICAP</u>	<u>TOTAL RACES</u>
Woodward R.	R	0.98	33
Hayden R.	R	0.89	26
Gillard H.	R	0.78	2
deSchepper R.	36	0.71	26
McCord D.	M	0.68	7
Rainsford F.	R	0.65	9
Glennie R.	R	0.62	11
Haire F.	36	0.62	3
Lockley K.	M	0.60	19
Halket T.	36	0.52	7
Meursing H.	1M	0.51	24

Let's try this new system out and see how it works. Anyone can jump in with one or more races, & he's created his own future handicap; very simple.

K.L.

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### FOR SALE:

MARBLEHEAD - 10 yr. old, Sterne design. Complete, no radio. \$150.00 O.B.O  
278 Island Highway, unit 38. 479 5612 or Vancouver 922 4418.

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### FILL THOSE HOLES:

Another tip; is to fill pin and nail holes with a mixture of sanding dust and varnish, only after you've applied two coats of varnish to the wood you are finishing. I'll be trying this soon myself.

K.L.



## CANADIAN COAST GUARD:

As your editor, I've been trying to think of different subjects for the "Binnacle", and I've chosen THE CANADIAN COAST GUARD, to feature in this issue. All the information has come to me courtesy of the C.C.G. from a visit I made to their Base on Dallas Road.

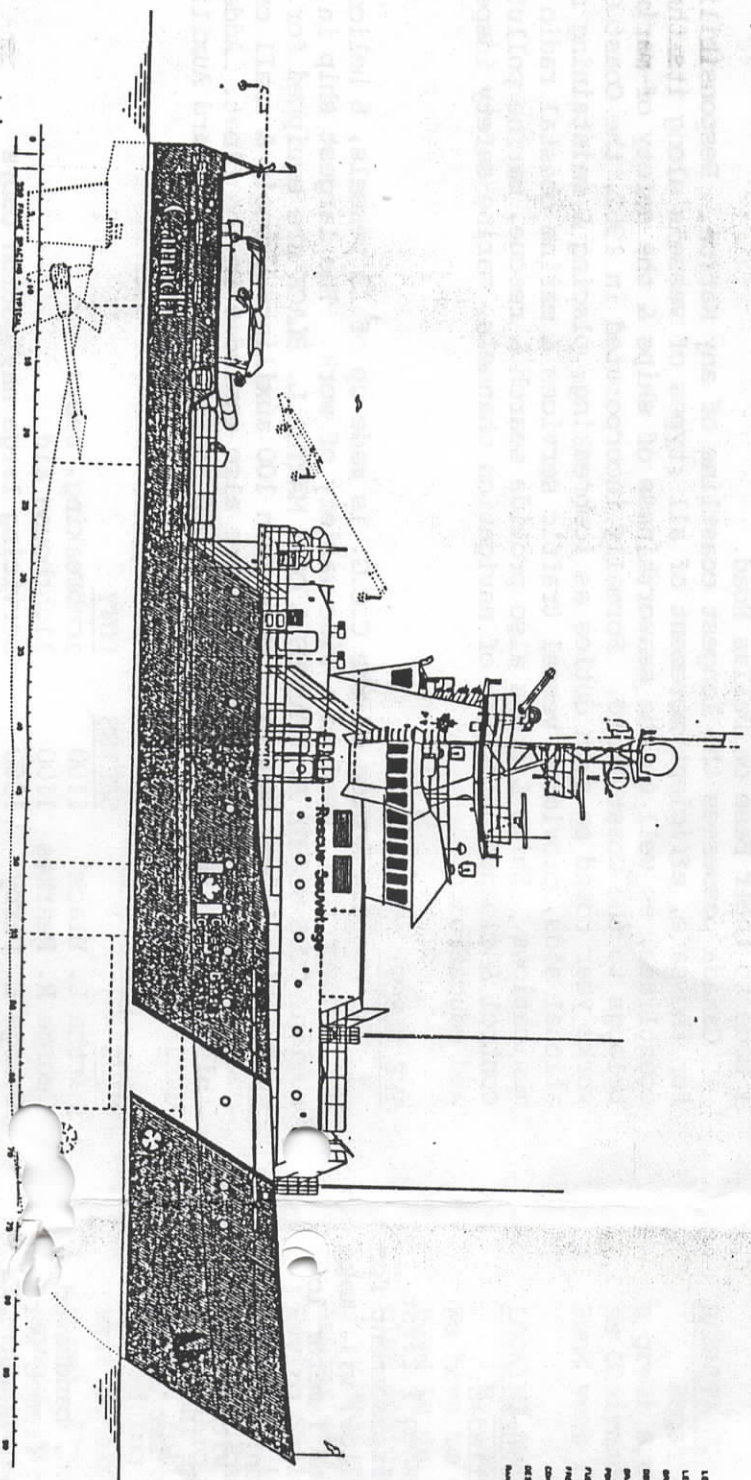
Canada possesses the longest coastline of any Nation. Responsibility for the safe, efficient movement of all types of vessels along its three coastlines, as well as the seaworthiness of ships & the safety of mariners, belongs to the Coast Guard. Formally incorporated in 1962, the Coast Guard works year round on such duties as icebreaking, placing & maintaining navigational aids, providing vessel traffic services & marine coastal radio communications. Ships & crews also provide search & rescue, marine pollution control & cleanup, dredging of navigation channels, marine safety inspection and education.

### THE FLEET:

The Western Region of the C.C.G. is made up of 22 vessels, 6 helicopters and 3 hovercraft, used in a wide variety of work. The largest ship in the region, CCGS GEORGE R. PEARKES & CCGS MARTHA L. BLACK are equipped for both icebreaking & buoy-tending. More than 100 auxiliary vessels & small craft, such as rigid hulled inflatables, are also included in the fleet. Added to this fleet is the 1200 volunteers & 530 boats of the Coast Guard Auxiliary used in Search and Rescue, SAR.

<u>NAME</u>	<u>SERIES</u>	<u>DUTY</u>
Martha L. Black	1100	icebreaking, buoys
George R. Pearkes	1100	lighthouse aid
George E. Darby	1000	servicing large navigation buoys
Sir James Douglas	1000	same
John Jacobson	500	patrol
Gordon Reid	500	patrol
Point Henry	400	respond SAR
Point Race	400	respond SAR
Bamfield	300	respond from life-boat station
Bull Harbour	300	same
Tofino	300	search & rescue
Mallard	100	Harbour duty
Osprey	100	small boat duty
Skua	100	"
Swift	100	"
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	Catamarane	Stationed at Prince Rupert



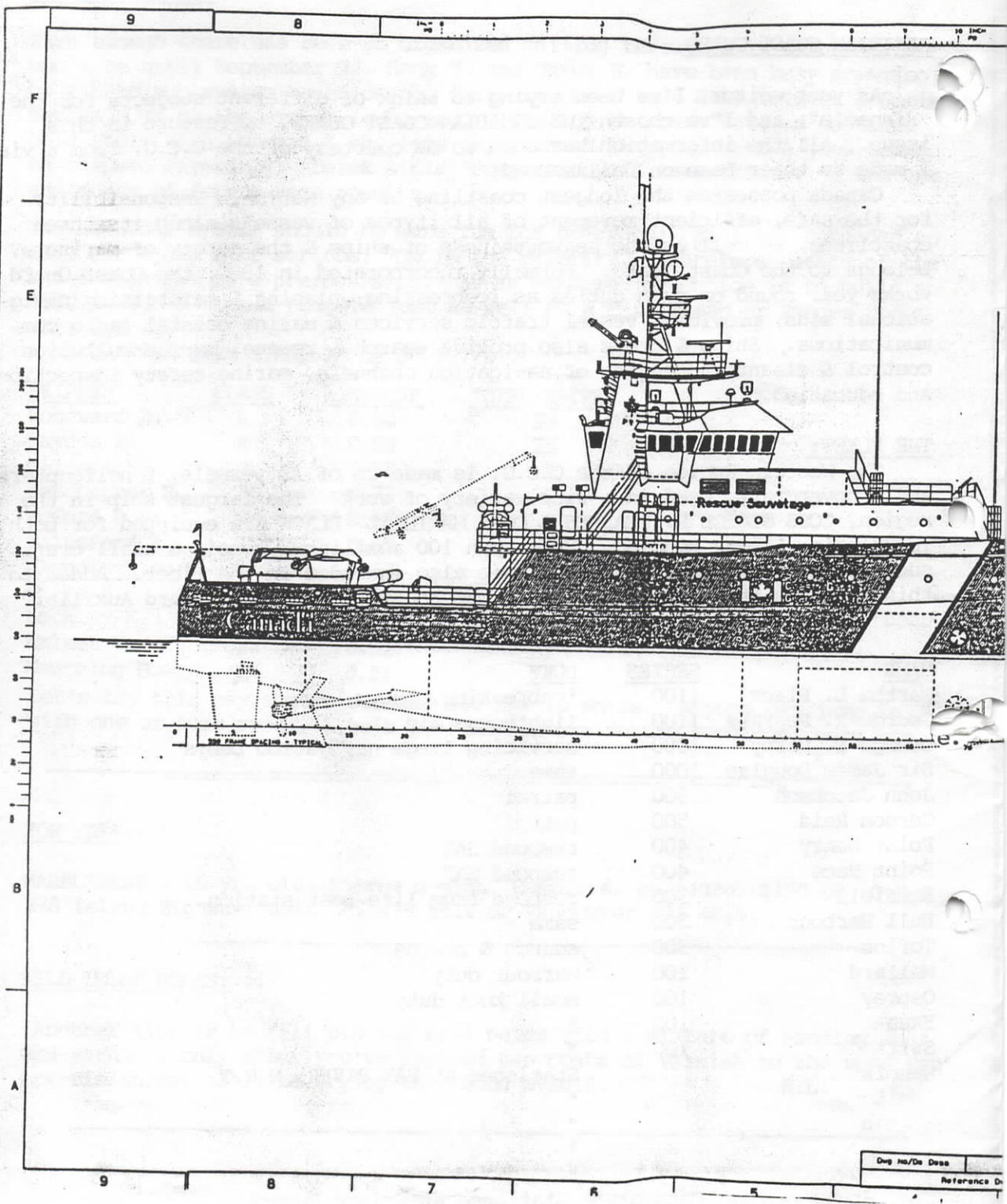


**PARTICULARS:**

LENGTH, overall	49.50 m
LENGTH, waterline	46.00 m
BREADTH, max	11.00 m
DRAFT, max	5.120 m
DISPL, full	432.000
DISPL, light	128.2 Tons
CRUISING SPEED	17.5 knots
MAX SPEED	18 knots
DESIGN SPEED	15 knots

Draw No/Date	1118/11/79
Reference Draw/Date Reference	

<b>REVISIONS</b> Rev. No. / Date / Description	
1 / 11/79 / Initial Design	
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Dwg no/Ds Desc	
Reference D	



# PARTICULARS:

LENGTH OVERALL	40.00 m
LENGTH WATERLINE	40.00 m
BREADTH MOULDED	11.00 m
DEPTH TO HATCH DECK	0.120 m
DRAFT DESIGN	4.00 m
POWER	4732 BHP
FUEL	120.2 Tonnes
FRESH WATER	17.0 Tonnes
COMPLEMENT	14 + 4
DESIGN SPEED	15 knots in sea state 5
RANGE	2500 Nautical miles at 12 knots



Bob Rancier  
Garnett Rancier

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Vessel Name TYPE '500' SAR PATROL VESSEL				
Drg. Title GENERAL ARRANGEMENT PROFILE				
Dess. Title				
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S.C.C. Drg. No.				
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Canadian  
Coast Guard

Garde côtière  
canadienne



MODELLING THE SEARCH & RESCUE CUTTER JOHN JACOBSEN IN 1/50 SCALE:

by Ron Hillsden:

**WHY A SAR CUTTER?**

I fell in love with the lines of this new type of ship when I first saw her. She is large & modern looking, with lots of displacement for working features. The CCG SAR colours (red, white & yellow) will make a most attractive model. At 1/50 scale, she is just over 1 meter lo

**RESEARCH:**

I visited the ship twice while she was under construction. Photos taken before she was "floated up" show the basic layout without fittings plus underwater details. I was able to observe the installation of many fittings during a second visit. I hope to visit her again when trials are complete to get a final series of photos.

**HULL:**

Photocopies of frame lines were glued to doorskin plywood, bandsawed and mounted on a building board. The spaces between the frames were filled with polyurethane foam. The whole thing was easily sanded and fibreglassed.

**SUPERSTRUCTURE:**

The main construction material is an 1/8" lexan and/or plexiglass eggcrate. Sheet styrene (with holes for portlights, etc.) is laminated to the outside. The Bridge is a major challenge due to the large windows, which will require full interior detailing.

**FITTINGS:**

I am making my own fittings from wood, brass and styrene sheet & shape reinforced with wire, etc.

**OPERATING FEATURES:**

The model will feature twin proportional screws, bow thruster, rev-swing radar, lights, SAR "Zodiac" ramp & stern doors, life raft crane & fire monitors. Control will be Nautical Commander 7 Channel.



WHAT SHIP...WHERE BOUND? - Casual Interviews With Club Members

One of the things that impresses me about the VMSS is the diversity of interest within the Club. The fact that quite different interests can come together and share all aspects of modelling is quite a feat. Within the Club the newest group to emerge has been the sailboaters. To find a member of this group I had to go no further than the editor of the Binnacle, Ken Lockley.

Over the last couple of decades, Ken and his wife (behind every good modeller stands a wife!) have owned several sailboats. This carried over into a interest in sailboat design and from his interest in design, Ken began carving half-hull models. The first half model he did was of the famous "Cat" boat, designed by prominent local naval architect Bill Garden. Over the next few years Ken produced half models of boats he has owned, as well as a few on commission for friends.

Following his interest in design and the practical experience of half-hull modelling, Ken decided to go one step further. After browsing through a A.J. Fisher catalogue, he found a sailboat design he liked and ordered the plans. The result was his sailboat "Black Magic". To construct it he opted for the cold-molded approach, similar to the style local yacht builder Bent Jespersen uses to produce award winning pleasure and racing sailboats. Ken sets up a jig to which the interior frames (made of doorskin) are attached, with deductions made for the planking allowance. Next, the spruce backbone and transom are attached, the stringers (also spruce) are notched in. After this planking begins. The first of two 1/16 cedar layers is put on diagonally at about forty-five degrees. To get the cedar, Ken visits local lumber yards and selectively goes through fencing stock. He brings it home and seasons it in the garage for a year before construction. Ken finds the fine panel blade in his 7½ inch table saw gives a planed like finish to the stock, as well as the accuracy he needs for his small laminates. The first layer is faired and sanded prior to the second final layer. This layer is put on identically, excepting it runs opposite to the first. There are few fastenings, the white glue he uses does the job. Once the second layer is on, the hull is epoxy coated to seal it. Ken puts on the deck & constructs the rig. A lead keel is bolted on for ballast, and the boat is done. All of this took Ken only six months!

Having had his appetite whetted, Ken is currently working on his yet unnamed next project. This time he has chosen a 1935 design by the famous model yacht racer/designer John Black. Again he is using his cold molded approach. However, with the first model under his belt, he is being more meticulous in his finish. He has decided to make the topsides bright, so the second layer is laid fore & aft and is currently waiting its first coat of varnish. He is just about to put on the deck, 1/16 plywood on top of which he will be laying a teak deck. Actually, the first thing completed for this boat was the rigging. This worked out very well; he found this rig which was a little heavier than Black Magic's, could be used on her for blustier weather conditions.



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Ken hopes to have the boat ready for the fall racing season. For his next project, he hopes to do a six meter race boat from the offsets, including the fitting, half-hull modelling, and culminating in the actual production of a boat.

Ken has been a member since mid 1990, but has put himself at the Club's service in two distinct ways. Himself, Henk Meursing, & Roland de Scheppar, were the core group responsible for the highly successful sailing season. Currently, Ken estimates there are about fourteen sailors in the group. It has been a very good year for the group, they have learned a lot about what people want in the way of sailing. The recent Regatta too was highly successful; the weather conditions favoured the sailors & the sight of the boats racing was quite a draw. With the first year under their belt, Ken expects there will be more structure and probably handicap rules to make things more competitive. However, they want to keep a good balance between fun & racing to encourage beginner participation. Ken also jumped right in & took on the job of editor of the Binnacle, with Don Gorby as assistant editor. Together they are responsible for putting out the monthly 100 editions. Ken would like to see more club members writing for the Binnacle, he feels there is so much expertise in the Club, it should be passed around. Ken looks forward to the Fall, he has many ideas to help the Binnacle grow & reflect the fact we now have a respectable 75-odd members in the VMSS.

JOHN TENNIER.....

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