

The Binnacle

APRIL 1996



Next meeting MAY 9, 1996 - 7:30 PM
Royal Oak Scout Hall

Victoria Model Shipbuilding Society
Box 45083 Mayfair Postal Outlet
Victoria, B.C. V8Z 7G9

EXECUTIVE COMMITTEE 1996

PRESIDENT	RON ARMSTRONG	391-0101
VICE PRES.	ROB WOODWARD	474-5912
SECRETARY	JACK PLUMMER	592-2021
TREASURER	PAUL MORROW	598-1551

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ENTERTAINMENT	BEN RUSI	658-2597
LIBRARIAN	RALPH DAY	474-0151
NEWSLETTER	KEN LOCKLEY	477-5830

UPCOMING EVENTS: 1996

EVERY SUNDAY	Harrison Yacht Pond 10:30 - 1:30
SUNDAYS 1ST & 3RD	SAILING - 10:30 - 3:00 South End Elk Lake
April 19, 20, 21	Victoria Hobby Show at Juan de Fuca Recreation Center - Set up time Thursday 18th, 4-8 PM
May 5	Naval Day at Harrison Yacht Pond
May 9	Regular Meeting Royal Oak Scout Hall
June 13	Regular Meeting, at B.C. Maritime Museum, 7:30 PM
July 7	Strawberry Tea Festival at Beaver Lake, Model Boat Run.

NORC I/

During the weekend of 30/31 March, our club hosted the first in the North West Racing Circuit(NORC) Series at Elk Lake. These sailing races take place every year at various venues in Victoria, Vancouver and the State of Washington. Altogether 5 clubs host events throughout the spring and summer.

The first day was taken up with the EC12 Metre races. These EC12's are built to a model built some years ago for an America Cup challenge. Sunday saw the Marbleheads strut their stuff. The Marbleheads are a development class and as such the model builder can use his ingenuity to build any type of model he wishes. The only constraint is that the model must be 50" long and have 800 square inches of sail.

In spite of the inclement weather, everyone had a good time and the winds behaved. Below are the results of the two days of racing.

EC12's - 30 March, 1996

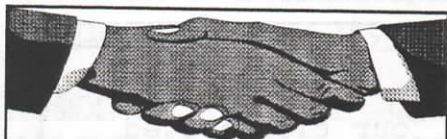
Brower, Gerry	27.5
*Woodward, Rob	36.5
Jordin, Tom	61.1
Carr, Rod	66.4
Jones, Tecwyn	69.0
*Rennie, Chris	92.4
Young, Steve	108.7
#Thoreson, Maury	120.0
*Seager, Dave	124.0
*Rusi, Ben	125.0
Brohan, Joe	151.0
*Cavelti, John	155.0
*Johnson, Jim	185.0

* - VMSS Member

Marbleheads-31 March, 1996

Fassnacht, Bud	12.8
Sterne, Bob	26.8
*Woodward, Rob	44.8
Gilbert, Neil	64.4
*Gilbert, Doug	84.0
*Rennie, Chris	87.0
Gilbert, Mark	88.0
Jones, Tecwyn	96.7
Young, Steve	109.7
Brower, Gerry	118.0
*Seager, Dave	138.0
Crow, Gregory	143.0
*Cavelti, John	158.0

* - VMSS Member



WELCOME NEW MEMBER:

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PROJECTS UNDER WAY: VMSS MEMBERS

RON ARMSTRONG has "first floated" his Princess Marguerite in a seven foot test tank. The five foot all metal hull floated nicely, but he's having a problem getting it down to load level. In spite of two large batteries, motor etc., he still has two inches to go.

HAMISH BULLEN is working on a static model kit of St. Roch, to a scale of 1/72, construction is of balsa, plank on frame.

NELS COMBE is building, as a donation to the Naden Naval Museum, the WW II Corvette HMCS Snowberry.

GEOFF WALTON is currently working on a 1/4" scale model of HMS Peacock, patrol vessel, Hong Kong Squadron.

TEL: (604) 478-0959

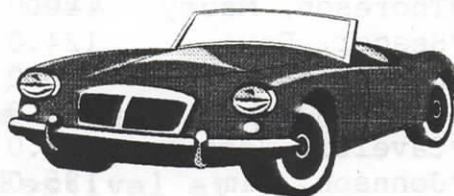
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CONGRATULATIONS
DON GORBY
ON WINNING THE
PONTIAC SUNFIRE

LAST MEETING: MARCH 7/96

Ron conducted the business portion of the meeting with 38 members in attendance, one new member & one guest. The lobby Show was discussed and also an open discussion on the possibility of another indoor show in Sept/Oct., maybe Hillside or Mayfair?

Jack Plummer brought the latest addition to his fleet, a C.C.G.V. George Pearkes. David Powell brought his partially finished Thames Sailing Barge. We should see some new vessels on the water this Summer. John Isaac donated a router attachment for Dremel to be raffled, won by David Powell, thanks John. Rob Woodward spoke on hats, T shirts & sweatshirts, he's taking orders, phone 474 5912. Our entertainment was Norm Barrette on "THE GOOD JUNK BIN"

Thanks also to Norm Barrette for producing a boat & frequency guide on the total membership as of March 1st.

"THE GOOD JUNK BIN"

There is nothing your Editor like better than the chance to buy someone else's junk, fortunately I have an understanding wife.

After Norm's talk at our last meeting, I couldn't wait to get out there and see what it is all about.

Well, is it JUNK? I bought a 6-12 volt motor for \$8, sheet of aluminium for \$2, & a bunch of gears for a few bucks. I took two VMSS buddies along & we all came home smiling.

Thanks Norm for your talk & good luck with the "GOOD JUNK BIN"

THE GOOD JUNK BIN

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FLUSH DECKS & FOUR STACKS:

I'm sure you are aware of the terms used to describe the 273 flush deck destroyers built in the US yards between 1917 and 1922. Flush decked because there were no bulwarks, just stanchions and cables, and four smokestacks for the four Normand return flame boilers which operated at 260 lbs of steam pressure.

Notorious for their poor sea keeping qualities, ratings must have lived in sheer hell with 4 to 6 inches of water on the messdeck not uncommon. As the galley was located on the main deck, all food had to be carried across the open deck in all weather to the messdeck in the bow, and of course this messing area was also used as sleeping quarters. As these ships were designed for warmer climes, you can imagine how a seaman lived in the North Atlantic in mid-winter.

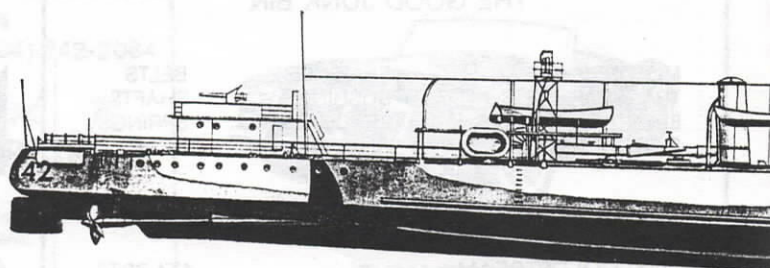
Fifty of these ships were transferred to the Royal Navy in 1940 with seven of the fifty transferred to the Royal Canadian Navy.

Probably the most famous four stacker was the former USS Buchanan, which the RN renamed HMS Campbeltown. She was to

Naval Day

May 5

Harrison Yacht Pond

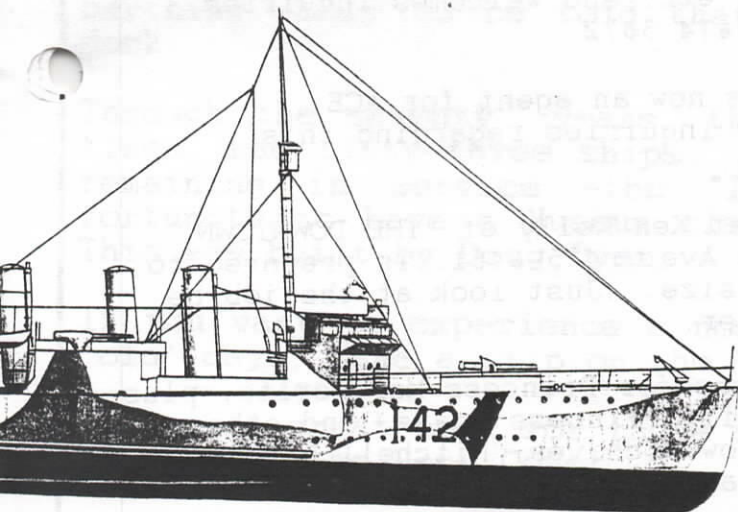


gain notoriety by ramming the Normandy Dry Dock in St Nazaire, France in a raid reminiscent of that of a similar nature at Zeebrugge, Belgium in the First World War.

To attempt this feat, the Campbeltown was radically changed in appearance by removing her 4in/50 forward mount and replacing it with a 12 pounder. Her forward stack was widened, and its top cut off at an angle. The second stack was shortened and the remaining two cut off and capped. This was done to have her bear a resemblance to a German "Mowe" class destroyer. In addition to other alterations, two parallel rows of plating, approximately 2 feet high were installed between midships and the aft deck house to provide protection for the commandos during the operation. The assault was successful, of course, with the Campbeltown ramming the dock gate and exploding the following day while being inspected by some 200 German officers. Germany's capital ship "Tirpitz" was thus deprived of the only dry dock capable of holding her on the West coast of Europe. Needless to say, the latest model ship I am building, is naturally, a flush deck four stacker.

Ron Wild

PS Thanks to John Tennier for the use of his book "The Destroyer Compleatown".



LETTER TO THE EDITOR:

FROM THE BRIDGE:

In response to Derek Baker's letter last issue about dividing the meeting with the potential insult to our guest speaker, Greg Sharpe, in February and the creation of another schism in the club. As in any other rough democracy, the executive is faced with conflicting desires from time to time. One concern expressed was the minimal time most meetings allow for perusing the library's offerings and member interaction--"b.s." That is the reason for me offering the "stay-down-below" option. Given that I found Mr. Sharpe and have been advocating his lecture for over a year, I certainly did not intend to insult him. Perhaps I could have phrased the statement more carefully, although Greg didn't indicate any offense. Henceforth let it be understood that no member is compelled to attend the lecture or stay below, provided that the former is not disrupted by noise. I appreciate Derek airing his concerns.

SHOP NOTES:

NORM BARRETTE has an extensive collection of motors, gears, different types of drives and many types of switches, etc., salvaged from photo copiers, etc. and welcomes inquiries from would be purchasers, - 474 3872.

DOUG ALLEN (VMSS Member) is now an agent for ACE ELECTRONICS and welcomes any inquiries regarding this product line, 1 604 743 5409.

FRED STOLZENBERG reports that Ken Kelly of "THE DOWNTOWN SIGN STORE", 3363 A Tennyson Ave., 475-6451, is prepared to handle name painting of any size. Just look at the job he did on Fred's new Monk Cruiser.

RON ARMSTRONG discovered plans for Princess Marguerite, plus other Clydeside, Scottish built Princess Boats, and others, available thru City of Glasgow Archives, Mitchell Library, North Street, Glasgow, Scotland, G37DN. Ask Ron for details.

THANK YOU TO ALL WHO BROUGHT TO OUR ATTENTION, THE FACT THAT THE DIAGRAM WAS MISSING FROM LAST MONTHS ARTICLE, SORRY DEREK.

The Kolonel's Korner

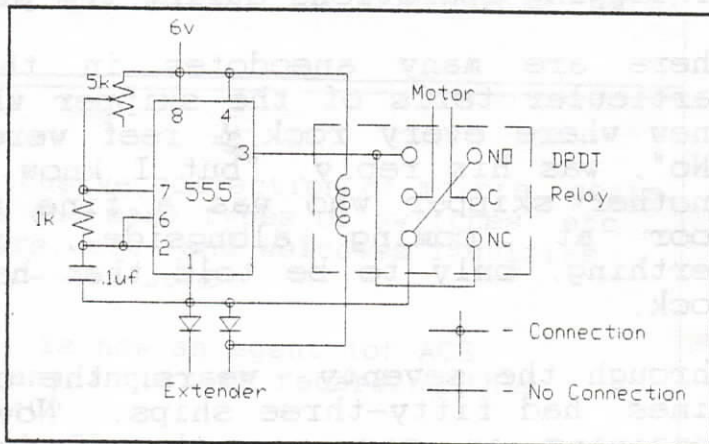
Some months ago the Binnacle carried an article on some of the circuitry in John Isaac's "Valkyrie". This month I will talk about another item in John's vessel.

Quite often in mechanizing a model one wants to have a motor turn very slowly. In John's case he wanted to have his gun turrets rotate. He used a couple of geared servo motors (with the electronics removed) but found that they turned too fast for his turrets to be realistic. What to do!

The solution that initially come to mind is to reduce the voltage applied to the motors. One possible negative side affect of this approach is that if the voltage is too low, a motor might not start or be jerky when it is running. Another solution is to use pulsed power. This turned out to be the right solution for this application.

The big advantage of pulsed power is each pulse applied to the motor is at the full voltage of the power source (generally a battery). Using this method, the motor doesn't suffer from a starting problem and or operate in a jerky fashion. The speed of the motor is varied by changing the width of the pulses. The attached circuit diagram illustrates how this technique was implemented in John's boat.

The circuit is designed around a 555 timer chip which is readily available at most electronic shops. The 1k Resistor, the 5k Pot and the .1uf Capacitor will provide the right range of pulses for a small motor such as one finds in a standard servo. The output current limit for the 555 chip is 200ma. If one wants to use a larger motor, it would be necessary to feed the 555 output (pin 3) into a NPN transistor. In John's application he wanted to have the motors(turrets) turn in both directions (one never knows where the enemy is coming from). It was thus necessary to use a changeover relay.



In the attached diagram, the output of the 555 chip (pin 3) is fed to the changeover relay. The ground of the chip (pin 1) is fed through two diodes to 2 different positions on the 12 channel expander that John uses to control a variety of functions in his boat. You will note that the relay coil is connected to one of these expander connections. When the expander connection to the left is grounded the 555 chip is energized and the motor will turn in one direction. When the other connection is grounded, both the 555 chip and the relay are energized causing the motor to turn in the other direction. When neither connection is grounded, the 555 is not energized and the motor does not turn.

That's it for this month. If the members want items covered in this column, tell me what you want. I am only too happy to oblige.

The Kolonel

U.S. COAST GUARD PLANS:

Some time back, whilst reading my copy of "SCALE SHIP" I noticed a photo of a rather attractive U.S. Coast Guard Cutter 1920's style, which I felt I would like to build as a model (it is currently in progress, superstructure, small boats and rigging still to be done) I wrote to the U.S. Coastguard Museum at Seattle to obtain a set of drawings for this ship, they sent me back a full set of Photo copies of the original builders plans, dated 1922, so detailed I reckon I could almost build the full-sized ship. These were drawn at a scale of 1/4" to the foot, (this would have been perfect for me as I had originally decided to build at this size, that is until I saw the length of the ship on the plan (over 5 foot long, I could never get it in the car). So I decided to build at the scale of 5mm to the foot (being a naturally lazy kind of guy, this was easy, all I had to do to change the scale was to use the 5mm division on my metric rule, instead of the 1/4" division on the imperial side). This brought the size of the model down to just under 4 foot, much more manageable.

However, the plans are excellent, it turned out that the curator of the Coast Guard Museum, a Captain David Webb (retd.) served on the very ship I asked for the plans of (it was his first ship), he also included a priced list of other ships plans that he has available, they range through Coastguard Cutters, Revenue Cutters, Light Ships, Buoy Tenders, Small Boats, to Miscellaneous Naval and Merchant Vessels. The details are too numerous to mention, the prices range from \$4.00 to \$35.00 with the addition of \$5.00 to cover shipping and handling (prices in US funds of course.)

Anyone who is interested in these plans can get a copy of the price list if they contact me at any time on 479-0905 (I have a message machine if I'm out) I will gladly provide a photo copy.

Anyone who feels they would rather contact the Museum Curator direct, the postal address is - Coast Guard Museum Northwest, 1519 Alaskan Way South Seattle, WA. 98134 206 217-6993

DAVID POWELL

REGATTA 1996:



I have been part of Fallgatta's creation & development from its' start in 1984. Our Focus on the modelers skill & our organizational level are points of club pride. The fact that no other club has adopted our form is not in itself relevant.

What is relevant, no matter one's emotional stake in the present form is the decline in member attendance, i.e. power scale. So let us try something different. Not just a focus on type, but a series of Fungattas BY TYPE. Our first will be Naval, in May. This could occur on Battle of the Atlantic Sunday, May 5th. The date will be finalized at this (April) meeting.



Geoff Walton, Len Gibbs & Romain Klassen are in charge of devising the warship activities & any suggestions should be given to him. Non warship members will still be able to run outside the contest area. Also, we will need help by those NOT competing for judging, basic paperwork & setting up, etc. If this is reasonably successful, we will try a Commercial or Working Vessel Fungatta later in the Summer. Then non-commercial members will return the favour. All events will take place in Harrison Yacht Pond, hopefully using much more of the water available.

Finally, these are fun events, more detailed extensions of our informal Sunday gatherings. If they are popular, great. If not, we can go back to Fallgatta next year.

RON ARMSTRONG



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