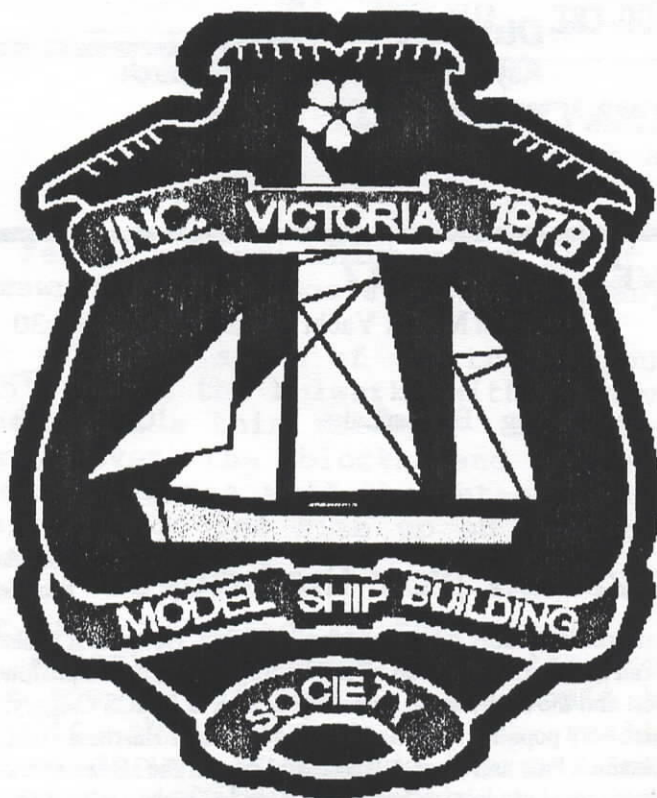


THE BINNACLE



December 1996



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

Next Meeting: Thursday January 9th, 1997
7:30 PM Royal Oak Scout Hall

EXECUTIVE COMMITTEE 1997

President	Ron Armstrong	391-0101
Vice President	Ron Hillsden	479-5760
Secretary	Julie Hillsden	479-5760
Treasurer	Paul Morrow	381-7476

Directors		
Bill Barker	Ray Bethell	Bill Birch
Jack Plummer	Dave Winter	

UPCOMING EVENTS IN 1997

Every Sunday Harrison Model Yacht Pond 10:30 - 1:30

Sundays 1st & 3rd Sailing - BeaverLake 10:30 - 3:00

A Christmas message from the bridge

Ron Armstrong
President, VMSS

The season is upon us, commercially far to soon for my liking. However it is also a time for reflection. We of the VMSS can look back over 1996 as an exciting year of accomplishments. On top of our annual stints at Canwest and the hobby show, we had a daysail in HMCS Calgary, a first showing at Maple Bay Marina, three very popular, fun-filled "type" regattas at Harrison Pond, a very popular part in the largest-ever Saanich Fair and a not-as-successful part in the saltwater festival at Sidney (it still has potential with changes). At last we have club shirts to be worn with pride at all public events (did you know that we are the only club to opt for colour on white rather than the reverse??). Due to some confusion and misinformation, we had our June meeting at the Maritime Museum. But that allowed members attending to tour the museum, a facility we should be intimately familiar with and one deserving closer contact. Apparently it was worth attending just to see Jack Plummer's surprise at seeing the "double-sister ship" CCGS Pearkes in the Coast Guard display!!

At the risk of offence to the latest in politically correct, it is gratifying to note two milestones (kilometrestones ?) of club progress. One is that **Rosemary Allen** took first prize in a Seaspan Model Tug context in August. The other is that **Julie Hillsden** has joined the executive as our first female director. All this comes from team effort, both enthusiasm of members and the dedication of directors. It has been a great pleasure working with these people and the executive of 1997 looks just as keen, bright and sensible. Thank you and a Happy Holiday Season to all of you and your Families.

VICTORIA MODEL SHIPBUILDERS SOCIETY

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CONSISTENCY AND AESTHETICS

- from Wooden Boat Magazine

Following are a few guidelines which might be of some use for folks who are drawn to wooden boats, models of any scale.

1. Be consistent with the scale of all the various parts. In other words, don't build the bulwarks with massive stanchions and then top them with a thin railcap. The size of all the gear, the spars, even the blocks and lines, should be carefully matched to give a well-thought-out appearance. It almost never hurts to go one size up on a piece of gear if there is any question.
2. Be consistent with the period of the vessel; e.g., keep the technology and materials somewhere in the realm of the possible for the age of the boat. You don't have to be a museum-type fanatic about this, but it really helps if everything looks as though it belongs there. Stainless-steel fittings are a common mistake on traditional boats; they just don't blend like galvanized or cast bronze.
3. Keep things simple, clean, and crisp; be sparing with all those fancy bits. The all-too-common practice of rounding everything off and contouring every possible line can really detract from the aesthetic value of the boat itself. Let the curves of the vessel speak for themselves.
4. Keep the level of finish somewhat consistent through the boat. Avoid tool marks, such as chattermarks from the Dremel.

If you don't want to sand them out, don't varnish or use high gloss paint, because they will always show.

5. Use your wood choices as consistent themes to carry you through the boat. For example, varnished yellow pine & Honduras mahogany contrast with white paint. This creates a warm feeling without being dark or heavy.

6. Remember that everything you do can be a statement of beauty and utility. What you want to achieve is, "Everywhere you look, you see something nice," which summarizes our highest hopes.

NAMES

by Marlin Spike

Building the model boat is relatively easy compared with finding just the right and proper name for it.

"Should I name it after my wife?"

"How about a famous vessel of the past - 'The Beagle' or the 'Clermont'?"

"Or go modern and call it the 'Happy Hour', but that suggests connotations of being always 'in the sauce'".

"Or try a play on words, for example - a model boat builder by the name of Cunningham named his the 'Sly Pig'."

"If you are not fatalistic, there is a list, a mile long of lost vessels, such as the 'Poseidon', the 'Ark', the

'Titanic', or the 'Hesperus', to name a few.

However, if a name still eludes you, try a Library book called 'Boat Naming' by Susan Artof #387.203.

AN UNLIKELY CAPTURE AT SEA:

On April 23rd, 1917, a German airship, L 23, approached a Norwegian Schooner and a decision was made to attempt it's capture. A boarding party from the L 23 dropped into a life-boat, the lightened airship shot upward, taking with it the party's machine gun. With a signalling pistol the Germans bluffed the ship's crew into submission and sailed the prize to port. This is the only known capture by an airship.

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reetings from your new **BINNACLE** Editor.

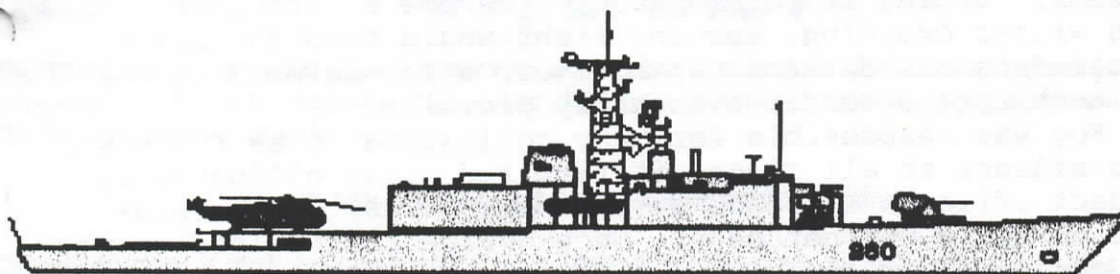
Hello! I would like to take this time to introduce myself. My name is **Dave Winter**, and I'm your new **BINNACLE** editor. You will notice a slight change in format and style from previous issues and hopefully you'll find these changes positive.

Even with these changes the **BINNACLE** is still **your** newsletter. Only by your contributions will this be as successful as always. If you have something that you would like to have published in the **BINNACLE** contact me. Submissions should be in MS Word, Wordperfect formats, or typed.

I hope you will enjoy the new **BINNACLE**.

Dave

SHIPS IN PROFILE : 280 CLASS



Displacement	4,200 (full load)	Dimensions (meters)	129.8 x 15.2 x 6.6
Aircraft	2 x CH-124 Sea king helicopters	Missiles	32 x SM2-MR's
Guns	1 x 76 mm forward, 1 x 20mm	Torpedoes	6 x 324mm Mk 46
ASW Weapons	Limbo mk10 mortar	Sonar	SQS 505 VDS, SQS 501 hull mounted
Speed (knots)	Classified		
Machinery	2 x Pratt & Whitney FTA2 Gas Turbines (50,000hp)		

Advice to young boat builders . . . by Bud McIntosh

There's no mystery to model building. Anybody can do it; an expert can do it quicker and better, but all you need is some confidence and a little direction and reasonable facility with your hands, and you can go ahead.

You couldn't build a really elegant boat right off, but what of it? You can build a simple plain one and throw it away, or sell it to someone, if it's good enough, and then build another one.

Your skills must be almost self-taught, but they will lead to the final refinement of your craft.



*Merry
Christmas*

STAR 45

MANUALS - SAILS -
FITTINGS

Ben Rusi

658 2597

1940 - 1945

A North Atlantic convoy leaving Bedford Basin, Halifax, would form into columns of possibly ten ships deep & five rows across. All would go well until a ship developed engine problems, forcing it to drop back & become a straggler. In a rough winter crossing, morning light would find the ships scattered in all directions; however, after several hours, some semblance of order eventually prevailed.

Fog was responsible for many collisions, & as there was radio silence at all times, it required great diligence by the deck officers & lookouts. In many cases, other ships could be heard but not seen. Once device that helped to prevent such mishaps & was towed astern, resembled a surfboard with a scoop on the underside & a protruding pipe on the upperside. From this pipe a plume of water would shoot into the air, alerting following ships. To-day the device sounds very primitive, but fifty years ago it saved many a collision.

- Marlin Spike



Personal Profiles

A man of many hats is the only way to describe **Doug Allen**.

From a very youthful start at fishing, he moved on to designing, building, and re-building a series of boats. This fleet included fish boats, tugs and tow boats as well as pleasure craft.

Another of his accomplishments is a commercial saw mill which he has built on his present property.

Rosemary and **Doug**, in their forty-five years of marriage (!) have also built three homes and raised two boys. Now **Doug** works on his detailed models, while **Rosemary** tends to a beautifully developed garden on their park-like acreage.

Between **Doug's** models on display and **Rosemary's** needlepoint hangings, there is much to admire in their very interesting Cobble Hill residence.

Visitors note : The dogs are noisy but friendly.



We're on the

INTERNET

The **BINNACLE** is on the net'. You can now view an all colour version of the VMSS newsletter with your home computer. The online version includes colour photos, links to other model boating pages and more. The URL for **BINNACLE** online is ;

<http://www.pacificcoast.net/~davewinter/vmss.html>

The online version is small, but it will grow quickly. If you have any articles, or photos you wish to have published on the site contact **Dave Winter** for more details.





THE MAKING OF A STAR

Written by
David Powell

It was around the time of the fall regatta, when I first considered the possibility of building a "Star 45". I had seen these boats during the year, whilst sailing a "Hartley" designed sailboat that I had built. I had built this in Australia before I came to Canada. The real boat was an 18' home built type of trailer sailer. Because it had no ballast, the keel was equipped with a low aspect sail plan, which makes it a very pedestrian model. So in search of something a little more competitive, and yet still a relaxing type of sailboat, I was introduced to the "Star 45" by Ken Lockley and Ben Rusi. Both of them are enthusiastic owners as is Ken's wife, Lois. In fact Ken is, I believe, the founding member of the Canadian Owners association.

"Star 45" is a classification of the American Model Yachting Association, and the BC branch in Canada. This branch is administered by a local association secretary, who in this case is Ben Rusi. Ben can be contacted through the club and is willing to provide all the information and data to build one of these boats.

I received my set of instructions in the form of a very easily followed loose-leaf book. Inside is a set of specifications, as laid down by the parent organization, the A.M.Y.A. This is followed by a drawing heading "Builder's corner", by Ben Rusi. Which takes the prospective builder by stages through the construction, from the building of the jig right through to the construction of the hull. This includes, full size frame drawings, details of the construction of the keel fin, (two types bolt on or slot fittings). Details regarding the molding of the ballast weight for the fin. And information on "skinning" and how to do the double diagonal molding of the bottom planking. There is also a section which deals with the mast, and standing and running rigging, some tips on tuning, a comparison table for sail winches, and a glossary of the many technical, and nautical terms used.

Having spent a few fruitful hours studying this, I decided that I would like to have a go at building a Star 45. I had decided that I would first like to handle one in the water, to more or less get the feel of it I had arranged to have a test drive of one of Ken Lockley's boats at Beaver Lake. When Blanche had an unfortunate accident, breaking her wrist, and so the test drive had to go by the board. However the decision to build had been made. So with the help of Ken Lockley, who kindly offered the use of a building jig, (Thanks Ken) and assistance with cutting my bottom planking out of clear red cedar. I commenced the process of building a Star 45.

The first thing I did was to make copies of the frame drawings, these are easily done on a photocopier. You can then stick the copies directly onto the plywood you are going to use for your frames. And cut them out. I used a small scroll saw, (but a coping saw or jig saw will do the job.) The ply I used was a 1/8 thick door skin, life is made a lot easier further down the track. If at this stage you cut out the "deck line" leaving only the strip of ply between the 1/2" hole and the sheer line. The next thing to do is to set up your frames, stem and transom knee on the building frame. It is most important to ensure that these are set up plumb and square to the center-line.....

The continuation of the "Making of a Star" will be in a later edition of the Binnacle (Editor willing).