



# THE BINNACLE



VICTORIA MODEL SHIPBUILDING SOCIETY  
Box 45083 Mayfair Postal Outlet Victoria BC V8Z 7G9

DECEMBER 1997

## Trouble at the North Pole?

Back in early July, Santa was sitting on the front porch reading a magazine that he had picked up on his travels. The next day he informed Mrs. Claus that he was going out for a while. When she asked him where he was going, the answer was, "out". Santa returned several hours later with two bags under his arm. He went straight to the workshop where the elves were hard at work building toys, and told them to take a month's vacation.

For the next 4 weeks, Santa spent all his waking hours in the workshop. He only came out for meals when Mrs. Claus pounded on the door and hollered at him. Nobody knew what he was doing in there because he kept the door locked.

The elves came back from their vacation but he wouldn't let them in. They complained to Mrs. Claus but she was mystified - she was beginning to wonder if Santa

was getting senile. Finally, Santa emerged with a triumphant smile on his face, a beautifully crafted model boat in one hand, and a radio transmitter in the other. The elves headed back to the workshop muttering about the time they had lost. Santa hitched up the reindeer and headed out to find a pond to run his boat on.

Early in November the workshop foreman told Santa that production was behind schedule and there was going to be a major shortfall of toys this year. Santa asked if the elves would work some overtime. The foreman said that the elves would only work overtime if Santa quit disappearing for several hours 2 or 3 times a week with his damn boat. A deal was struck and production went into overdrive. Unfortunately, it still wasn't enough to make up for lost time.

At time of writing, the elves are working 3 shifts, productivity is up but the budget for wages is shot to hell. Santa is suffering from withdrawal - he hasn't run his boat for over a month. He is so cranky that Mrs. Claus is threatening to leave him and go live with the Easter Bunny. The foreman has told Santa that the elves are thinking about joining a union. Mrs. Claus wants to go to Florida in January. Santa hasn't told her that he has the plans for a really neat sailboat and January seems like a good time to start building.....

So, if you see empty shelves in the toy stores this year and you hear people grumbling about rising prices - you'll know why.

Santa has the Hobby Pox!!!!!!

Julie

**\*\*Special guest at the Jan meeting - Capt. Hill Wilson will give a talk on the Buoyage System\*\***

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## 1998 Executive Committee

As you know, we held our AGM and elections at the Nov. Meeting. Here is the new executive for 1998.

President	Ron Hillsden	479-5760
Vice-President	Ron Armstrong	391-0101
Secretary	Paul Morrow	744-5406
Treasurer	Ray Bethel	474-7565
Binnacle	Julie Hillsden	479-5760

### Directors:

Ron Wild	478-5430
Derek Woollard	658-1150
Scott Ringrose	744-3048

## Dates to Remember



Jan 8<sup>th</sup> - Meeting - 7.30 Royal Oak Lions Hall  
 Feb 5-8 - Canwest Hobby Show  
 Feb 12<sup>th</sup> - Meeting - 7.30 Royal Oak Lions Hall -  
 Entertainment - **SWAP & SHOP**

## Regular Events

### Every Sunday

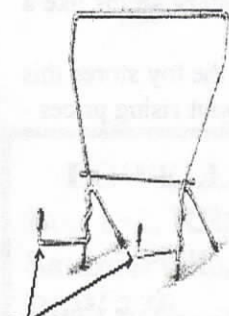
Harrison Pond 10.30-1.30

### Sundays 1<sup>st</sup> & 3<sup>rd</sup>

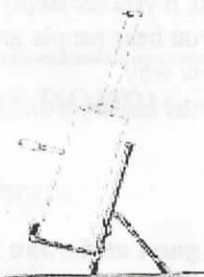
Sailing - Beaver Lake 10.30-3.00

## Workshop Tips - Radio Stand

You can convert a typist's document holding stand to a transmitter stand by bending the two bottom wires so the elbow is out about a 1/2" further to fit your radio.



Bend the 2 elbows further out 1/2 inch or so.



Now you have a stand which will keep your transmitter safe on your workbench, and will fold up and get out of the way when it isn't needed. Thanks to Don I. in Neptune, NJ for this idea..

## News from the Basement Boatyards

Update from the Powell yard...The fishboat, "Katie", is finished. On the ways now is a schooner, "Retriever", a sail and power cruising yacht built to Ken Lockley plans. Also in the planning stage is a copy of a British pilot cutter, "Penlee", which Dave served on in 1953-54.

## Congratulations



To Bill and Aileen Birch who recently celebrated their 50th Wedding Anniversary. Bill had some advice for all husbands... "When you are wrong, say you are wrong, when you are right.....say nothing!"

Dave and Blanche Powell also celebrated an anniversary - don't know which one.

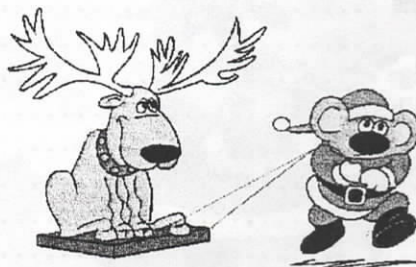
**Tel: (250)478-0959 Fax:(250)642-2084**

**LANGFORD R/C & HOBBIES**

Model Boat Supplies

**Doug Nex 2810-A Jacklin Rd.**

**Res: 542-3437 Victoria BC V9B 5A4**





## Editorial

Hard to believe that Christmas is almost upon us again. Wouldn't it be nice if the Peace and Goodwill that is always so abundant at this time of year could be present all the year round!



Well, elections have come and gone and we have a changing of the guard. Thanks go out to Bill Birch, Jack Plummer and Bill Barker who are stepping down from the executive after several collective years of hard work and wisdom-sharing. They will be missed.

Members who were not present at the November meeting didn't get their Binnacles mailed - thanks to Canada Post and the Strike. We will be mailing November and December issues together.

We hope you and yours enjoy a peaceful Christmas and we wish you all a Happy and healthy 1998.

Ron and Julie

## From the Bridge



Well, 'tis that season again (it always comes too early for me). This is my last chance to ruminate from this position. It has been a great two years and I ask that you give the "new" Ron the same support you gave me. Beyond that, whether it's a matter of time, advice, equipment, or club projects, I think the V.M.S.S. can best express the Hindu proverb I told last month:-

"I helped my brother get his boat accross and lo! My own had made the shore".

Peace and Goodwill to you and your family and may all your blessings be in scale!

Ron Armstrong



**B.C. SHAVER & HOBBIES**  
Kits & Supplies

Bob Rancier  
Garnett Rancier  
Harry Crosby

742 Fort St  
Victoria, B.C., V8W 1H2  
(250) 383 0051

## What to get Where

Relative to Victoria's size, we have a considerable choice of hobby shops, but hobby shops never stock all that modelers need.

Although my own needs are submarine slanted, the following list of retailers may save you the time it took me to find them.

### Bakers Automotive

Bondo and filler.

### Battery Direct

Gel cells, ni-cads in all shapes and capacities. Also battery testing and reconditioning.

### Coast Industrial Supplies

Valves, connections, rubber, silicone, brass and copper tubing and all that goes with such.

### The Finishing Touch

Specialty wood mouldings and some hardware.

### Merit Electronics

Fuses, fuse holders and (small) speakers.

### Pacific Coast Electronics / Quayle Electronics

Wiring, switches, heat shrink, wiring connections, batteries and much more.

### Pelagic Industries / Industrial Plastics

Cold cure, epoxies, glass matting, PVC/ABS glues, acrylic sheet, Sintra sheet, #16 glue, brushes, rubber gloves, and on and on.....

### Totem Welding Supplies

Excellent flux for low-temperature brazing/silver soldering.

### Van Isle Water Services

PVC and ABS tubing, plastic valves, connections, pumps, glues.

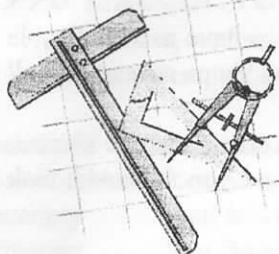
Beyond these, Canadian Tire is on my list for Plasti-Dip and small pumps. Also, don't overlook Bosun's Locker for small, stainless steel/brass bolts, nuts and screws. Please let me know about all the good names that I'm missing.

Romain ("The Only")





## Tech Talk



### The Case for Belt Drives

Sometimes I don't see an obvious solution because "it isn't done that way".

The development of the drive train in my destroyer *Kootenay* is an example.

I had success with a fuel tube universal in my corvette, so I decided 2 of these would be used in the destroyer. Others had done it, but they weren't using 5 blade props. The fuel tubing couldn't overcome the torque, tied itself into tight little knots and split. I needed something different, so tried the several European universals, but they couldn't deal with the torque either. Doug Allen gave me a couple of big Dumas universals he is using in his big tug. They could do the job, but introduced a new problem. I was getting 15 minutes out of a charge and the batteries and motors were so hot I feared for the model. Well, of course I was asking 8,000 RPM motors to work hard between 0 - 200 RPM!

About this time a friend suggested pulleys and belts would solve my problems. "It's not done that way", so there was an expensive and unhappy excursion into gear reduction.

I was reminded about belt drive again, and someone turned on the light at the end of the tunnel! Belt drives are used in workshop tools, household appliances and your car. They are dependable, quiet and easy to install.

We salvaged some pulleys from automotive tape decks and got some O-rings from Capital Irons magnificent and inexpensive selection. I got speed reduction, and a quiet and dependable drive which is robust enough to take the torque!

Then I found out I am not a fast learner. I attempted twice to make tiny gear boxes for my radar scanners. I was defeated twice by alignment problems in the tight spaces. I was tiding up when I came across the remains of one of those tape decks, and saw a pulley about 1/8" in diameter. It is smaller than the gear boxes I made! And alignment isn't critical for belts. I cut down the belt from the tape deck and CA'd a new joint. The cuts are at an angle to maximize the glue surface.

I should be smart now, right? Next task was to power the gun and director with a servo. We all know

how to hook up a servo, but this one required a lot of tinkering. Then I got to the director. I really should have done this before I started detailing, but that's another lesson. I couldn't get the geometry right for the director, then the pulley lesson was remembered. I may pull the links out of the gun and substitute a pulley there as well because I will be able to get more rotation.

If you want reduction, the math is simple. The circumference of the pulley is  $(\pi)(\text{diameter})$ . To reduce the speed to 1/3, the driving pulley will be 1/3 the diameter of the pulley being driven.

Ron H.



Abast

Swabbies

1998

Dues are

now Due

## Sailing Rule Change

### NO MORE ONUS WHEN TACKING

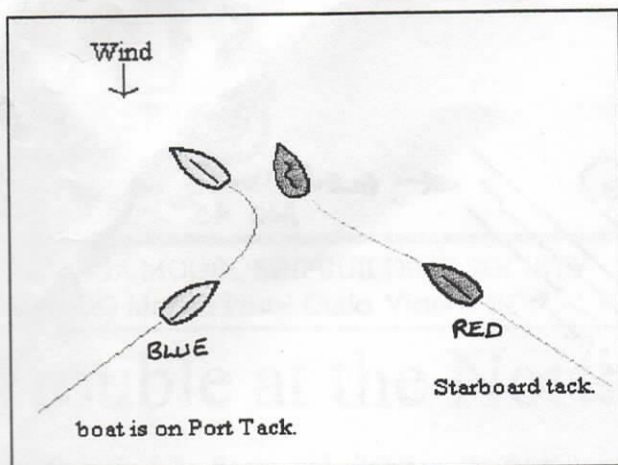
This is a change to the ISAF Racing Rules. This rule does not alter the instance of putting a 'lee bow' on another boat. If you complete your tack before the other boat has changed course, there is no foul.

#### Rule 13:

After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall keep clear.

cont. on page 5





In the example, if the stbd red boat calls a protest on the blue boat because of tack, the protest is thrown out. This is because the blue boat made around its tack beforehand. With this, there is no onus on the blue boat to prove the tack was finished on time.

If you protest against a boat which tacked too close, you will need more convincing evidence of the event than you did in the past.

Thanks

**Our thanks to**



**Pacific Coast  
Savings**

**for helping us recognize our best  
skippers by sponsoring trophies**

**Classified**

For sale - Star 45, built in '96 by Ray Shorter. New condition, complete except for electronics. \$175.00.

Contact Ken Lockley - 477-5830 or Larry Shorter at 479-7080.

## Sailing Notes

by Ken Lockley



I have touched on this subject before, but anyone wanting braided Dacron line, it is now available and sold by the yard at Island Outfitters Ltd, 3319 Douglas Street, Victoria. They also have a selection of high quality pliers, tweezers, pin vices, etc. that would be a help to modelers.

### Colouring Lines

If you need to tint your lines, pass them through the appropriate coloured flo-tip pen, waterproof variety. Stationary stores have a wide variety of colours to choose from. This trick works really well for me.

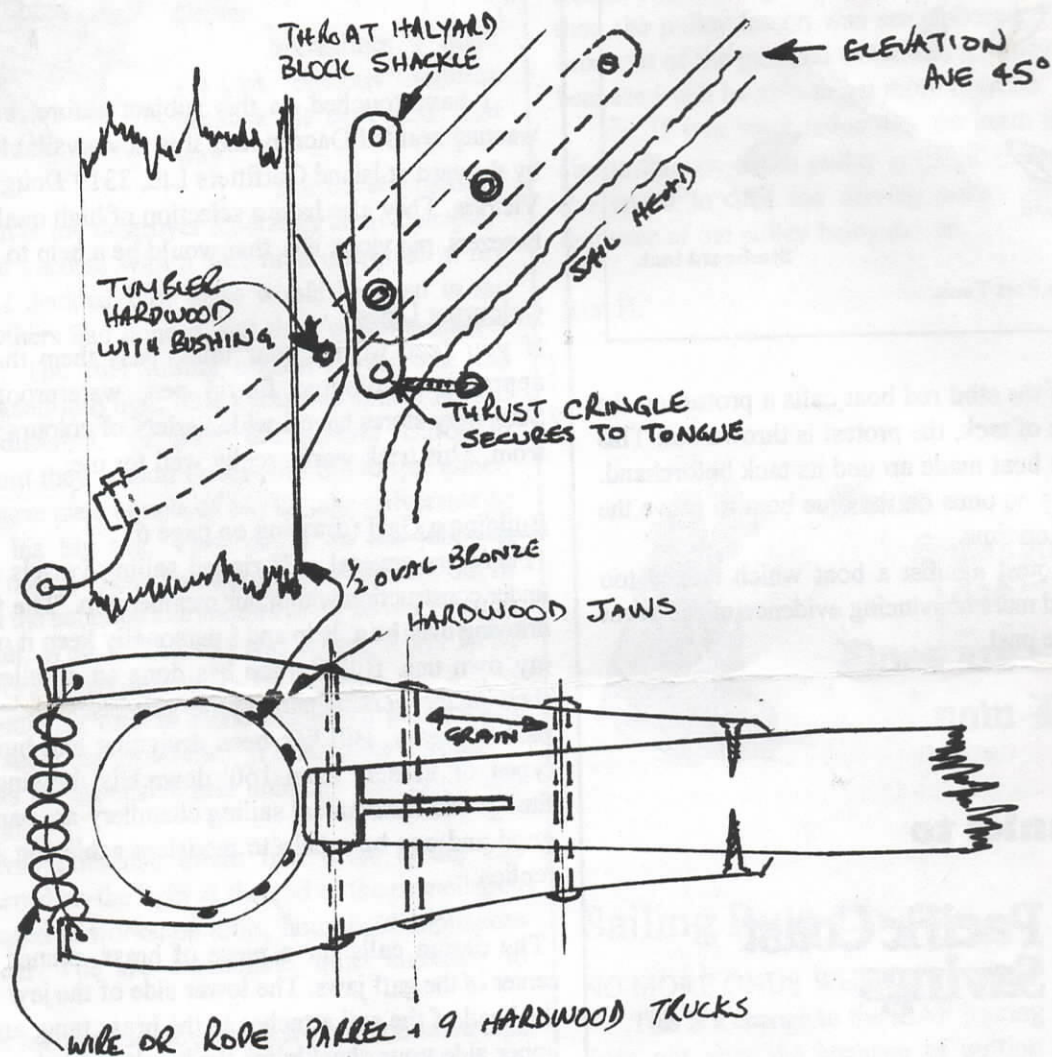
### Building a Gaff (drawing on page 6)

There are several gaff rigged sailing vessels currently under construction within our membership. The following drawing may be a help and I personally keep it on file for my own use. Bill Garden has done an excellent job of showing the working parts of the gaff assembly. Over the past 50 years, Bill has been designing and building all types of vessels from 160' down. His drawings of fittings and mechanical sailing chandlery are particularly good and can be a help to modelers achieving a quality replica.

The design calls for a piece of brass, pinned into the center of the gaff jaws. The lower side of the jaw is where the head of the sail attaches to the brass tang, and on the upper side your shackle for the block and halyard attach to the upper side of the same tang. All the pressure is on the one piece of brass and not on any of the wooden parts of your jaw. The gaff completes its role of holding the peak of the sail at a 45-55 degree angle to the mast. Also, the taper of the Gaff Boom toward the jaws is quite important. This allows the material used for the actual jaws to be heavier than they might otherwise be. I have found Maple an excellent wood for the jaws of the gaff. The spar itself should be of a light fir or pine, etc. The parrels are wood beads available at the bead shop on lower Johnson Street. Gaffs are fun to rig and I hope this information helps in the building.



## Gaff Rigging Drawing



**LOWELL BRIGGS HOBBIES**  
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 Saulnierville, Nova Scotia  
 B0W 2Z0  
 Fax/Tel: (902) 769-2277

