

The Binnacle

JANUARY 1996



Next meeting FEBRUARY 8, 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	✓

DIRECTORS

PAST PRESIDENT	BILL HUCKIN	652-5264	✗
ENTERTAINMENT	BEN RUSI	658-2597	✓
LIBRARIAN	RALPH DAY	474-0151	✓
NEWSLETTER	KEN LOCKLEY	477-5830	✓

UP COMING EVENTS : 1996

Every Sunday	Harrison Yacht Pond 10:30 - 1:30
Sundays	1st. & 3rd. - 10:30 - 3:00 South End, Eagle Beach, Elk Lake
Feb. 2, 3, 4th	Canwest Mall Show & Mini Regatta
Feb. 8th	Regular Meeting
March 14th	Regular Meeting
March 22-24th	Western Ship Model Conference Queen Mary, Long Beach. Registration Forms & more information available from the editor.
March 30-31th	NORC I - Competitive Racing - Elk Lake Saturday - 12 Metre, Sunday - Marbleheads

DUES: are now owing for 1996. Make your cheque payable to:"
V.M.S.S., \$25.00 single - \$35.00 family.

LAST MONTHS MEETING:

The "CHRISTMAS BANQUET" was most entertaining, with six of our ladies showing us how to make puppets dance. Bill Birch, in his ways of an old sailor, made up the "Seamen Puppets" walking the plank. The Westwind Plaza Hotel provided an excellent dinner. Door prizes were won by Jack Plummer, Ralph Day, Liz Day, Betty Bryant, Ben Rusi and Joanne Morrow. I'm sure all present had lots of laughs and a pleasant evening. We'd like to thank Jim Saul for the entertainment he provided.

REGATTA ALTERNATIVES:

At the last executive meeting, considerable time was given to discussing what would be the best plan for the 1996 Annual Regatta, with the Harrison Yacht Pond as our new venue.

One new idea as an alternate, to the "all out" type of regatta of other years, is to hold special interest events. For example, starting in the Spring with a "Battle of the Atlantic" event, where we try and get all our Military Craft at the Pond for display and a steering course favouring battle conditions.

Early Summer, another special event for Commercial Craft, such as ferries, fish boats, tugs, etc., with tug races, steering course with lots of berthing and towing events, etc.

Labour Day could be the time for Pleasure Craft, both Power and Scale Sail, doing a steering course and obstacle course, where appropriate.

Static Judging & Steering Course Supervision could be done by volunteer members who are not participating with their boat, in that particular event.

There is no question, to make this concept work, co-operation by the Membership would be needed, as is needed in all our Regattas.

Your Executive wants to hear from you about these ideas, or any other "creative ideas" for the up coming Season at Harrison Pond.

Remember, nothing is carved in stone, so why not discuss amongst yourselves and bring your helpful suggestions to a meeting.

Ron intends to have an open discussion on this subject early in 1996.

TUNING UP A topping lift on the jib

By Doug Gilbert

The topping lift on the jib controls the shape of the leach. As in fig. 2, the forestay is pulling up, and because the downhaul is off set on the boom, the leach of the jib would be stretched tight without a topping lift. We have all seen boats with the forestay, downhaul, and jib boom secured to the same point on the deck and watched the jib boom lift when the sail fills.

When this happens the wind is spilled from the jib and the top half of the jib luffs. This is overcome in full size boats by adjusting the position of the fairlead on the deck. Because we don't have the luxury of tacking the jib sheets around the mast, we have to compensate with the offset downhaul. So now that we have created this force on the leach to keep the boom from lifting when the sail fills, we put a topping lift on the end of the boom to lift the boom just enough to give the jib some shape. Fig 1 shows a boat from astern with a nicely set jib. The shape of the jib's leach follows the shape of the main, and because we use the offset downhaul and topping lift combination, the jib will keep that shape when the wind pipes up.

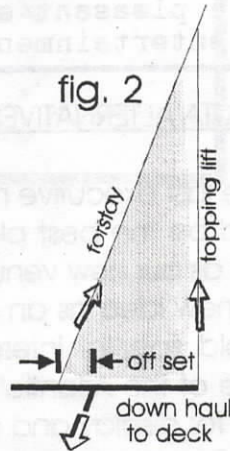
fig. 1



Fig. 3 on the following page demonstrates a topping lift that is too tight. The result is a very loose leach. The wind here is spilling out the top of the jib instead of shooting down the back of the main. On this boat, the top half of the jib is luffing and actually slowing the boat down with the drag that's created.

Fig. 4 is the way things should be set. Notice how the curve from the leach is parallel to the belly of the main. The space between the jib and main is 'the slot' and here it's even. The wind from the jib is directed down the backside of the main and this creates smooth laminar air flow and actually improves the performance of the mainsail. The jib would luff evenly right up the forestay as she tacks. Here we're getting the maximum drive from the jib and as a bonus, improving the performance of the main.

fig. 2



In fig 3, we're back in trouble. The topping lift is too loose to the point where it's ineffective. This not only puts a lot of stress on the sail that could do permanent damage, but this boat is not going to sail to windward very fast at all. The wind from the jib hits a very tight 'slot' and just backwinds the main. The skipper of this boat would see the mainsail backwinded when close hauled. The bottom half of this jib would most likely luff first before the top half, as the boat tacks.

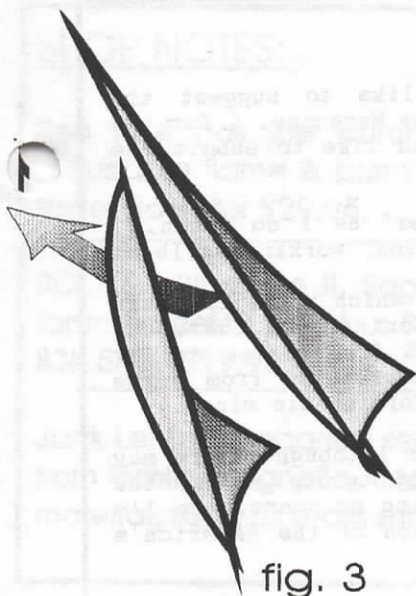


fig. 3

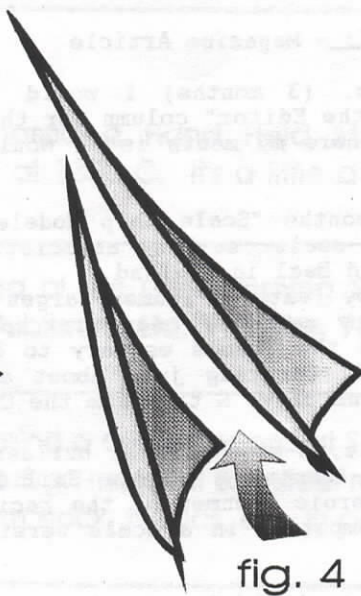


fig. 4

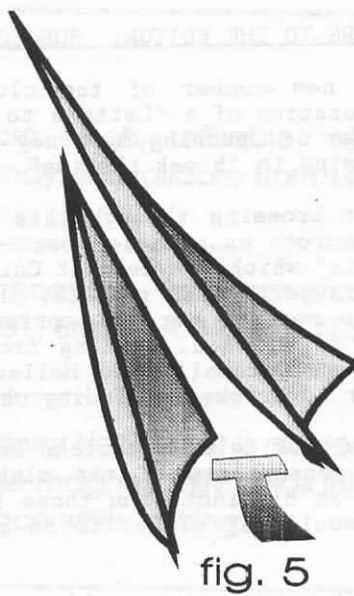


fig. 5

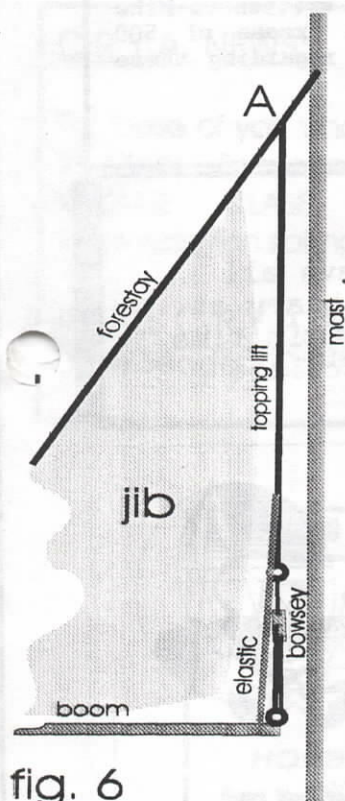


fig. 6

Fig 6. illustrates the mechanics of a topping lift. Note where it attaches to the forestay at A. This keeps it from fouling on the jumpers (not shown). It takes a little experimenting to find the right spot. The bottom is controlled by a bowsey. Note that the bowsey gives a 1:2 purchase to provide fine control instead of lots of movement. Adjusting the height of the boom in this manner just 1/4" makes a big difference to the shape of the jib. The elastic is essential to keep the topping lift from wrapping around the spreaders in breezy conditions off the wind. If a strong puff hits the sail the boom will lift (in spite of our best effort) and the topping lift goes slack, wrapping around the back side of the spreader more times than seems possible unless the elastic keeps the topping lift under tension. A rule of thumb for the amount of offset for the downhaul is 1/4 the length of the foot of the jib.

The topping lift is as essential on the jib as the boom vang on the mains'l. It would be very difficult to consistently sail well without it.

LETTERS TO THE EDITOR: SUBJECT: - Magazine Article

As a new member of the club, (3 months) I would like to suggest the inauguration of a "Letters to the Editor" column for the Magazine, & for the purpose of "putting my money where my mouth is" I would like to submit the following to "break the ice".

Whilst browsing through this months "Scale Ship Modeler" as I do often, I came across an article about a scale sailing association "working sailboat regatta" which was held at Child Beal in England.

In this particular regatta, they featured Thames Barges which until the turn of the century were the primary means of heavy transport around the south coast of Britain, sailing from the Thames estuary to & from places as far apart as Cornwall, and Holland, carrying just about everything from horse fodder to bricks, including china clay, & tin from the Cornish tin mines.

However, being a expatriate Brit, & also a model builder I thought there may be a possibility of the club forming a "Scale Sailing" group within the club, as distinct from those heroic Ironmen of the racing skippers, who I'm sure would far prefer to be competing in a scale version of the "America's Cup".

I don't expect many would care to build & compete with a "Thames Barge" but if anyone is interested I am awaiting a response to a letter written to Mike Taylor of the U.K., Scale Sailing Assoc., (they have in excess of 500 members worldwide), & I have asked for further information regarding these boats & if possible a set of plans, etc.

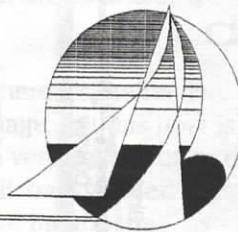
Yours sincerely; David Powell

LIBRARY REPORT:

Our new Librarian, Ralph Day, would like to have all books that are outstanding, returned to the Library at the next meeting. Bring them in and lets give him time to sort them out, and have them ready to recirculate.

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SHOP NOTES:

Ben Rusi has just purchased a Hand Held Micro Torch, refillable, with adjustable flame & burns at 1300 C. It's a little dandy & available from Lee Valley Tools for \$29.95.

BOOKS: Bluenose II, Saga of the Great Fishing Schooners: drawings show fantastic detail. Nimbus Publishing Ltd., P.O. Box 9301, Station A, Halifax, N.S., B3K 5N5. \$19.95.

Jack Lenfesty reported seeing a cutting board at Sidney Hobbies. It is made from Plastic Magnetic Auto Sign material & a steel rule magnetically holds thin material, such as brass shim stock, fabrics, etc. in place while cutting.

C.R.Y.A. NEWS:

For those of you who already have, or have wanted to build a Vintage R/C Traditional Schooner, Cutter, Bark, Ketch, Yawl, the C.R.Y.A. has now a VINTAGE CLASS. This is a non-competitive class with steering and demonstration sailing.

TO ALL C.R.Y.A. MEMBERS: Remember your dues are due. Contact Dave Seager. Or Henk Meursing will be after you!



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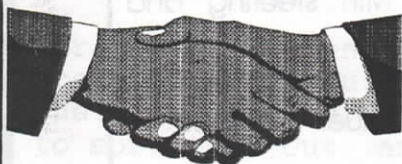
PROJECTS UNDER WAY: V.M.S.S. MEMBERS

by Ray Goodacre

NORM BARRETTE has just completed a 16" model of a 16' canoe he had as a 15 year old. The model, built from memory, is of cedar strip construction, both light & dark, also mahogany for the seats & trim. Currently he is working on a 4' fibreglassed hull model of the sea going tug "Mister Darby", powered by two windshield wiper motors driving two 4" brass props, rotating at 1700 R.P.M.

JULIE HILLSDEN is in the process of building a STAR 45 sail boat & has the plans for a Y.A.G. (Yard Auxiliary Gate) employed as a Naval training vessel. It will be 13 1/2 " in length, vacuformed.

RON HILLSDEN has almost completed a 13" model of the St. Roch, which should be ready for the February CANWEST Mall Display. A 42" model of HMCS Kootenay (recently decommissioned) constructed from fiberglass, plexiglass & styrene is about 80% complete, except for such items as hand rails & life boats. He plans to photoetch all the handrail stanchions. Much of the documentation is based on plans, discussions with the Executive Officer, crew members & more than 100 photographs.



WELCOME NEW MEMBER:

Allen Willetts
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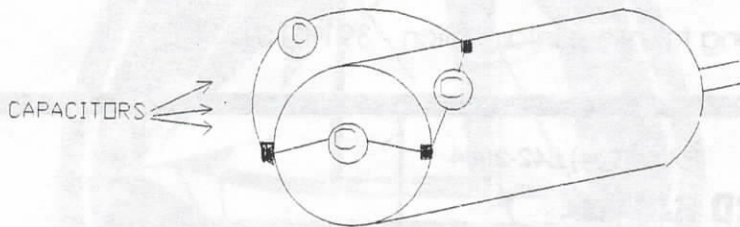
CAPACITORS - WHY WE NEED THEM: by Ron Wild

All electric motors, including the ones we use in our model ships, create unwanted alternating electrical currents in the form of arcs and sparks. These unwanted jolts of electricity can be picked up by our receivers and are apparent by rudders twitching and momentary loss of control.

Fortunately, we can suppress most of these jolts through the use of capacitors. Because capacitors will pass alternating current but not direct current, we can safely connect them across the terminals of the motor, or from a terminal to the case of the motor. This provides a path for the spike of current to dissipate harmlessly. We only use ceramic capacitors for this job and the size is not critical. The sign for a capacitor is:



When finished, your motor should look like this:





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V.M.S.S. CANWEST MALL 1996

MINI REGATTA

February 2, 3, & 4

Set up time: February 1st - Thursday - 6 PM - 8 PM

Ray Bethell is planning a steering course & is busy making buoys for the mini competition. This indoor show is our best chance to demonstrate to the public & ourselves, how well these mini vessels, under 30 cm, manoeuvre in the indoor pond.

Lots of tables will be available for all types of boats to be displayed, any stage of construction is acceptable, bring everything.

Volunteers are needed to answer the public's questions & keep watch over the tables. This is a great time to talk shop & see what everyone is doing.

CONTACT: Ron Armstrong for more information - 391 0101

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