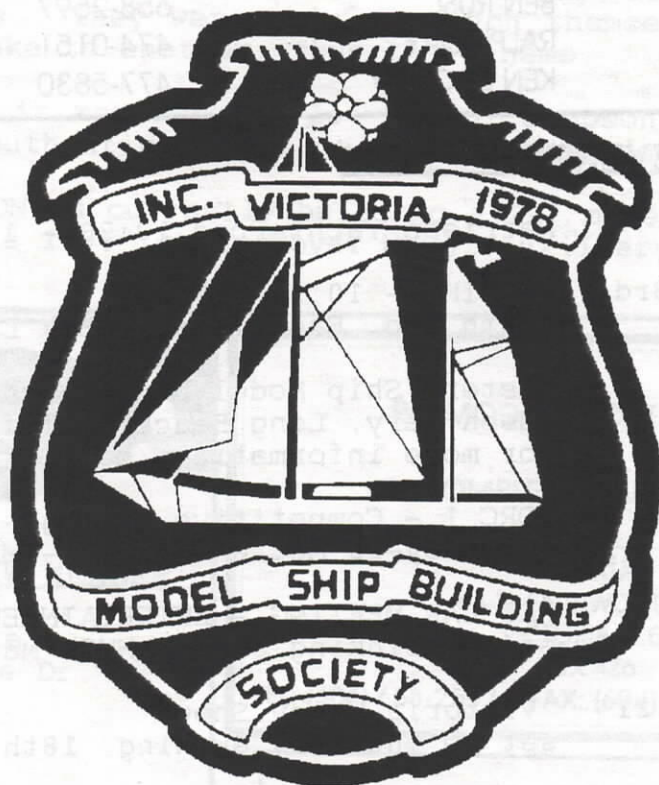


The Binnacle

MARCH 1996



Next meeting APRIL 11, 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 SAILING - 10:30 - 3:00
South End, Eagle Beach, Elk Lake

March 22-24th Western Ship Model Conference
Queen Mary, Long Beach, Calif.
for more information, see Editor.

March 30 & 31 NORC I - Competitive Racing - Elk Lake
Saturday-12 Metre, Sunday - Marbleheads

APRIL 11th REGULAR MEETING - ENTERTAINMENT - video
of the sinking of the HMCS MackENZIE

April 19, 20 & 21 Victoria Hobby Show
set up Thursday evening, 18th.

MAY 9 REGULAR MEETING

PRESIDENT. RON ARMSTRONG is available by phone,
and welcomes any member to contact him regarding
club business. 391-0101

LAST MEETING:

We had 41 members in attendance, including a new member. Guest Speaker, Greg Sharp, brought four submarines that he built; Nautilus of Jules Verne fame, a Skipjack, a Russian Fantasia and an Alpha Class. Greg gave us an overall run down on his particular building techniques as well as sharing his knowledge on submarines. I'm sure we all learned something. Thanks Greg!

Ron presented awards for the Canwest Show and for the Fall Sailing Series. The raffle was won by Hamish Bullen, a new member, the prize being a set of miniature drills. A good meeting with a good turnout.

CANWEST SHOW:

For those of you who didn't make the Canwest Show, you should have seen it, it was a great success, with 71 models on display. Our MINI REGATTA was definitely a show stopper, with lots of public gathered around the pond. Congratulations for STEERING COURSE:

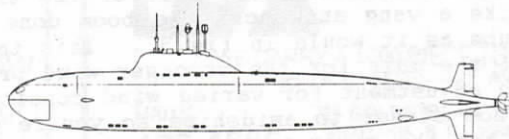
first place - Dan Rowsell,
second place - Paul Morrow
third place - Ron Armstrong

PUBLIC CHOICE AWARDS go to:

TIE for 1st. - NORM BARRETTE's tug "MISTER DARBY",
- LEN GIBBS HMS TALLY HO, T Class Submarine
2nd place JACK LENFESTY'S CPR vessel PRINCESS KATHLEEN
3rd place RON WILDE'S HMCS Campbellton.

The Executive would especially like to thank the members who spent a lot of their weekend to make this show such a success. Lets also thank Canwest Mall for hosting this show and providing the awards.

Deep Sea Designs SCALE MODEL SUBMARINE PLANS



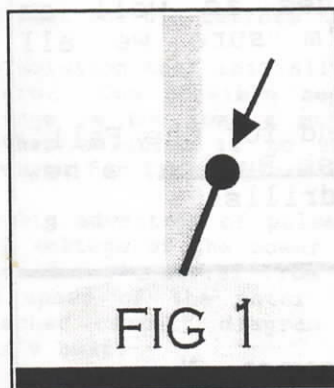
841 LESLIE DRIVE
VICTORIA, B.C.
CANADA V8X 2Y3

GREG SHARPE
(604) 381-6470
AFTER 4 PM
475-0348

TUNING UP

The mainsheet

By Doug Gilbert



The sheeting angel of the main, when close hauled, is critical for good performance to windward. Fig 1. illustrates the direction of pull when the mainsheet is led from the boom directly to the deck. Note that the mainsheet is pulling mostly down and not athwartships. In other words, the mainsheet is more effective as a downhaul than a sheet. In light to moderate airs, this is disastrous. The top of the sail hooks to windward as it would with too much vang. Loosening the boom vang to compensate has just about no effect with this arrangement because the boom is held down very effectively by the sheet. With this setup, it is very difficult to sheet the main in close enough and maintain enough twist in the sail for good performance to windward in light to moderate wind.

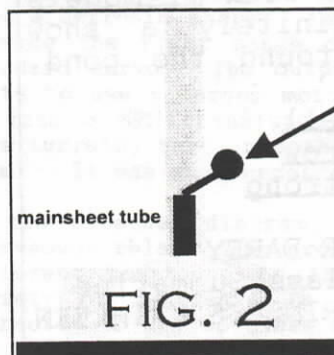
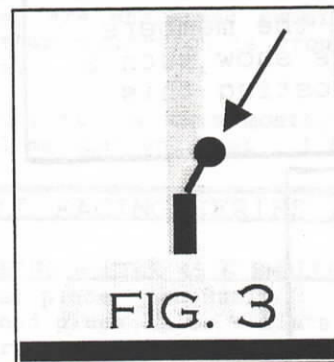


Fig.2 utilizes the mainsheet tube. Note the direction of the pull in comparison to the example above. The sheet in this example is pulling mostly athwartships and not down. There is very little 'vang' effect. So you think why not make the tube even taller to illuminate the vang effect all together! We'll get to that in the next example.

The

Scene



So you've arrived to sail and you've got the boat tweaked. She looks good. The mainsail has just the right amount of twist for the wind that's out there. You launch. She looks great and feels hot. The one minute tape starts and right on queue, the wind builds. The guy beside you groans wishing he had set more vang as he watches the top half of his main flutter in the wind. What do you do? You chuckle as you slide the trim on your transmitter down a few notches and watch your mainsail take the perfect shape for the new wind as in fig. 3. This is why we didn't make the tube too tall. If the mainsheet is adjusted to be close hauled as in fig.2 with the trim on the transmitter set in the center, then the last half of the trim adjustment acts like a vang and sucks the boom down to the top of the tube as it would in fig.3. This takes some twist out of the main for the stronger wind providing an on the go adjustment for varied wind conditions. You gain in

two ways. Your boom is now closer to amidships so you're going to out point the groaner. Your sail has the right twist so you're going to out foot him, and as a special bonus you get that warm fuzzy feeling of watching your boat

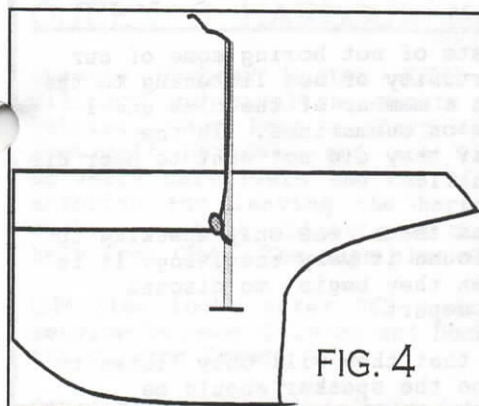


FIG. 4

sail at it's best potential.

Fig. 4 illustrates how the mainsheet tube looks below the deck in an EC 12. The tube itself is a piece of arrow shaft left over from making the booms. It's secured in the hull with a small tray (like a servo tray). The exit at the top needs to be fitted with a smooth exit guide. A round headed brass screw using just the top of the shank and the head filed flat seems to work well for this purpose with a small hole drilled through it, nicely smoothed with a countersink.

Fig. 5 is a detailed illustration of the arrangement. The object here is to redirect the mainsheet up the tube with as little

friction as possible. In the example illustrated, a small aluminum tube is bent in a slight S shape and inserted into the arrow shaft just below the deck. This works well. Another simpler way is to cut a slot in the arrow shaft big enough to accept the block so that the sheet makes the right angle turn right in the tube. Obviously this can only be done for a boat that warrants a large mainsheet tube (like an EC12). Note that which ever way it's done, the block is set at a 45 degree angle and is held rigid. If it's tied to the arrow shaft it needs a wee pin just above the lashing to prevent it from sliding (I learnt the hard way). The height of the tube above the deck varies for each boat but a good way to determine it, is to set up the boat ready to sail with the amount of vang needed for a lightish breeze. The

top of the exit guide should be about an inch below this. Be sure when you are determining this height that you have the mast raked where you want it. If you later change the rake significantly, you may find the height of the tube wrong. When you're sheeted hard in with this arrangement, there is a strong pull upwards on the tube. Be sure it's well secured to the bottom of the boat. (again, I learnt the hard way)....(twice).

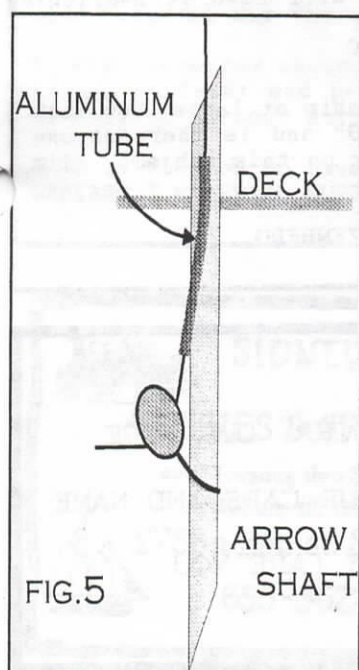


FIG.5



Quality Tool
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LETTERS TO THE EDITOR:

----- At the last few meetings, in the interests of not boring some of our members, the chairman has given members the opportunity of not listening to the speaker of the evening. Our last speaker was not a member of the club and I assume had been invited by the club to talk to us on submarines. In the presence of the speaker, members were told that if they did not want to hear his talk, they could absent themselves in the lower hall.

If I had been invited to speak to a club and found that I was only speaking to the interested few, I'm sure that I would have found it very insulting. It is the same as inviting people to ones house and when they begin to discuss subjects not of interest to the hosts, the hosts depart.

If our members are so limited in their interests that they will only listen to speakers who they think will be of interest, maybe the speaker should be announced in the Binnacle in advance and then members who were not interested in the subject could stay home. The other side of the coin is that even though someone may be speaking of a subject that does not appear to be of interest, one might still pick up tips. I recall Gregg Sharp talking about materials of construction that, seemed to me, could be applied to vessels other than submarines. Our club already has enough instances of "us" and "them", let us not encourage the practice.

Derek Baker

----- I have received information from the Bristol Maritime Museum, U.K., that they are building a full size replica of "Matthew". This is a 60' vessel on which Cabot discovered Newfoundland, just 5 years after Columbus' epic voyage in 1492. I have sent for more information and will have it available for club members.

JOHN ISACC

----- Would the Executive consider asking the membership at large, how many would be interested in a demonstration-talk on "LOFTING" and is there anyone among the membership who would be willing to give a talk on this subject. I'm sure everyone would gain something.

FRED STOLZENBERG

ATTENTION: WE NOW HAVE AN APPAREL OFFICER. OUR VICE PRESIDENT, ROB WOODWARD WILL LOOK AFTER YOUR CAPS AND NAME TAGS, AND POSSIBLY TEE SHIRTS IN THE FUTURE (ARE YOU INTERESTED?) 474 5912.

QUEEN'S HARBOUR MASTER LOOKS AFTER NAVY.

Queen's Harbour Master (QHM) is responsible for the conduct of vessels, military and civilian, within the port of Esquimalt. Perched high above the turrets, they keep a sharp eye on the comings and going of all ships in Esquimalt Harbour, and are vital to the fleet. They are caretakers, or actually caregivers and one of their most important tasks is assisting ships entering and leaving the harbour. Canadian Naval vessels are capable of docking without aid in good conditions, but in windy weather they often need help from QHM. The tugs also manoeuvre ships in and out of the two drydocks.

QHM also looks after DND personnel by providing the Blue Boat harbour ferry service between Colwood and Dockyard from 6 to 6 every working day. This beats the Colwood Crawl.



Other services include setting up walkways between ships and submarines and the docks, manoeuvring and operating the floating crane barge and setting up pollution booms around vessels being fuelled. In fact, QHM is responsible for all pollution control and clean-up for the west coast fleet.

QHM Esquimalt employs about 120 people, almost all are civilians but many are ex-military or ex-Coast Guard.



Last year marked the 50th Anniversary of QHM, and a flotilla of Maritime Forces Pacific, Canadian Forces Auxiliary Vessels sailed past Daunts Head in HMCS Dockyard, November 2, 1995 to mark the occasion. The Auxiliary Fleet consisted of civilian sailors and 25 boats, including Tug Boats, Torpedo Range Vessels, Harbour Ferries, Ammunition Lighters and Landing Craft. The newest vessels was CFAV Stikine commissioned in 1990 as a torpedo range vessel at Nanoose. The oldest vessel was the utility tug CFAV Beansville commissioned in 1944.

Further services include maintaining 40 Naval mooring buoys from Barclay Sound to Jervis Inlet and patrolling the torpedo test range in the Gulf of Georgia, as well as harbour duties in Nanoose.

VMSS is pleased to have two members employed in this service.
REFERENCE MATERIAL SUPPLIED BY RAY BETHELL.



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DUES DUES DUES

WELL GANG, IF YOU WISH TO CARRY ON BEING A MEMBER OF THE VMSS, NOW IS THE TIME TO GET YOUR DUES FOR 1996 IN. IT'S JUST A FEW DOLLARS AND YOUR SUPPORT IS WANTED AND NEEDED. YOU CAN PAY AT THE NEXT MEETING OR JUST MAIL YOUR CHEQUE TO:

VICTORIA MODEL SHIPBUILDING SOCIETY
BOX 45083 MAYFAIR POSTAL OUTLET
VICTORIA, B.C. V8Z 7G9

OTHERWISE, WE ARE SORRY TO SAY, THIS WILL BE YOUR LAST "BINNACLE".

NORC I

MARCH 30 & 31, 1996 - EAGLE BEACH, south end ELK LAKE

As usual, EC12's on Saturday, MARBLEHEADS on Sunday.

Skippers Meeting 9:15 AM. Racing to start at 9:30

This event is the best opportunity to view competitive sail in Victoria. The Top Skippers of the Pacific Northwest will be competing in the first of five series, finishing in September at Gig Harbour, Wa.

SCALE SAILING ASSOCIATION:

This British organization was founded in 1987 to fit the need of modelers between scale and competitive racing. There are 500 world wide members who receive 3 newsletters a year for a cost of £5 per year. For more information & membership forms, contact David Powell, 479-0905. As of this "Binnacle", they are up by 2 members.

