



THE BINNACLE

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

NOVEMBER 1997

"Lest We Forget"

Star 45 and EC 12 Regatta



Our Annual STAR-EC12 FALL REGATTA was held on October 19, 1997 with 13 Skippers competing in the two events. Beaver Lake presented perfect conditions with no weed, good winds and sunshine. Dave Seager and Scott Ringrose were the Officials for the morning, running the STAR event with great propriety. The afternoon saw Lois and I doing our bit for the EC12. At the end of 12 races, we had a tie, resulting in the necessity of a race-off. Believe it or not, Dave out psyched Woodward to be the winner.

All Skippers were levied a \$2.00 entrance fee to help with the cost of trophies.

I am sure all that attended enjoyed the event and it was great to have one out-of town, Steve Stevens from the Nanaimo Club with his STAR 45. The results are as

follows:

STAR

- 1st. Rob Woodward
- 2nd. Peter Smith
- 3rd. Ken Lockley
- 4th. Jack Plummer
- 5th. Vic Gammer
- 6th. Steve Stevens
- 7th. David Powell
- 8th. Lois Lockley

Ken Lockley

EC12

- 1st Dave Seager
- 2nd Rob Woodward
- 3rd Peter Smith
- 4th Paul Blanchard
- 5th Scott Ringrose

Dates to Remember



Nov 13th - **Meeting*** AGM and ELECTIONS**

Presentation of Trophies won at this year's
Fungattas and the Sailing Regatta

Dec 11th - Christmas Social - 7.30 Royal Oak Lions Hall

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Regular Events

Every Sunday

Harrison Pond 10.30-1.30

Sundays 1st & 3rd

Sailing -Beaver Lake 10.30-3.00

VMSS Executive Committee

President	Ron Armstrong	391-0101
Vice-President	Ron Hillsden	479-5760
Secretary	Julie Hillsden	479-5760
Treasurer	Paul Morrow	744-5406
Directors:		
Bill Barker	477-0996	Ray Bethel 474-7565
Bill Birch	592-6456	Jack Plummer 592-2021

Welcome New Members



Dustin Adam
Tibor Buzath
Mike Gibson
Paul Blanshard
Derek Woollard

Welcome To VMSS!!

Book Review

Quoting from Fred Roger's "More Shipwrecks of BC", the fish wars are "old hat". In 1909, the American fishboat "Francis Cutting" had to be fired upon before she was captured and sold and served as a tug boat on the BC coast.

Two hundred and forty pages of interesting marine accounts with dozens of photos are in this book which can be found on the shelves of our Public Library. (910-45) Great reading!



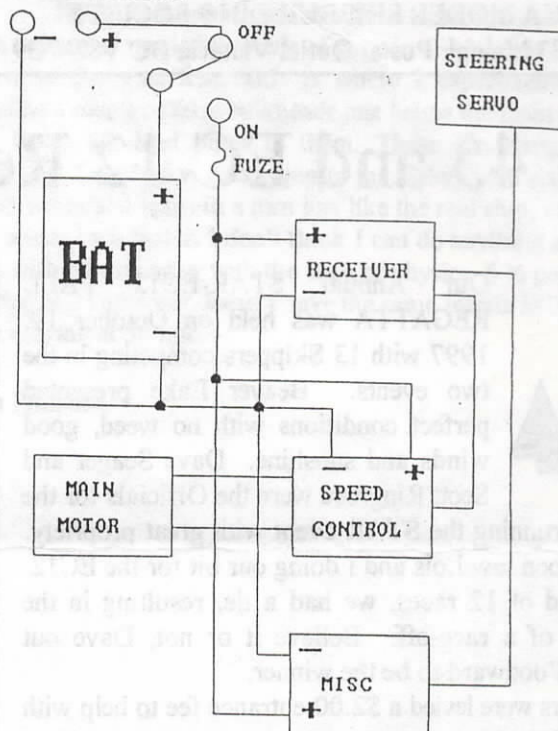
Book Worm

Wiring

One afternoon, last Spring, I was wiring up my Schooner "RETRIEVER" and having more difficulties than usual. A car pulled into the driveway and to my delight it was Derek Baker. This was a lucky break that I didn't expect. After a normal length of time spent on the weather, etc., I grasped the opportunity to call on his expertise to solve my wiring problems. He grabbed a pencil and paper and drew up this drawing in no time flat. The key here is a double pole single throw switch that

allows charging when in the off position. The object of the circuit is to have a common ground as shown on the drawing. I am currently using this system and really like the one switch and single charging jack to service the vessel.

CHARGER



Study the drawing before attempting installation in your vessel because your placement will look different than this drawing but as long as your wires are going to the components shown, it'll work well for you.

I realize this drawing shows only one motor or single screw vessel. Maybe another member will draw up a wiring schematic for twin screws.

I hope with this simple start, we'll get others submitting material for the newsletter along this line.

Ken Lockley

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LANGFORD R/C & HOBBIES

Model Boat Supplies

Doug Nex 2810-A Jacklin Rd.

Res: 542-3437 Victoria BC V9B 5A4

Editorial

Well, hard to believe, but another year is almost over. Most of us will be heading for the workshops to start or complete those winter projects. So what if there are leaves to rake - let's get our priorities straight! We've heard about some of the projects our members are working on. Let us know about yours and we'll include it in next month's binnacle.

The annual "railroad" meeting is almost upon us and the Christmas one right on its heels - let's hope we get a good turn-out for both.

Thanks to our contributors this month, keep those articles coming, you write 'em, we'll print 'em.

Ron and Julie



From the Bridge

As you read this, the A.G.M. will be happening in a little while (if you are present) or will be over (if you were not). The outcome of the standings for Directors will be decided by at least one election (for President) and various acclamations. Hopefully, democracy will be served and a new executive is keen to conduct club business on your behalf.

It has been a successful year, despite some problems. Our first Hillside Mall show was enjoyed by the public, mall merchants and members participating. Our July Fungatta was well attended by members keen to tackle the challenging steering course. Smaller numbers turned out for the Strawberry Festival and the Commonwealth Pool events but all had a good time. The Saanich Fair proved again to be our biggest hit with the public, the paddleboats generating a huge enthusiasm by children and donations reflecting the spectators' delight. Fall Fungatta had some difficulties but contestants enjoyed it and the course elements should provide the basis for a major event next year.

The only upcoming item is the Christmas meeting on December 11th at the Hall. By the time you read this, the executive may have "fleshed out" (isn't that a turkey?) more details. But the basic format is simple - come, bring your spouses, and enjoy an evening of good conversation. Here is an opportunity to catch up with your colleagues, swap some yarns and get more tips and advice. We all know how frustrating it is to be down below, engaged in

some lively talk, and bang!...the President calls you back for the entertainment. Not enough time! Well, here's the chance to talk without interruption, at length, with anybody. As for spouses.....well, this is a politically correct minefield. I am sure that this social evening will provide a chance for ALL of us to get to know each other better.

Whatever the results of the A.G.M. standings, I have enjoyed serving you these last two years and look forward to helping bring even more success to the club in the future.

Ron Armstrong

A Fish Tale with a Difference



Rosemary Allen tells this story.....

Thirty years ago when we were at Cowichan Bay, Doug got a call to go to Victoria to pick up a pile driver. When he came back the next day, I went down to the wharf to meet him and I said "Pretty rough weather last night". He said "Yes, we ran into weather off Trial Island - how did you know?" I said "well, you have a dog fish hanging in the bow bumper !" There were two trollers lost that night.

Rosemary Allen

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News from the Basement Boatyards

Doug Allen is busy with a WAHL Shipbuilding (Prince Rupert) W.C. Troller to be called "Vanisle" or "Ocean Rover".

Dave Powell is also building a fishboat.

The Morrow/Walton Yard is working on two tugs - the "Smit London" and "Smit Netherlands".

Norton Tustin has a new rescue barge expander - a travelling crane with fire monitor, 40' boom and a voice-activated 911 helicopter.

"The Combes/Walton Yard has two Corvettes on the go - "HMCS Aggasiz" and "HMCS Sackville".

Bill Huckin has almost finished a 32" Police Boat - the "V.C.P. 1".

Doug Dyer is working on the "Queen of Tsawassen".

Ed Boddaert has an interesting project underway. He spent a summer working on a 42' Cornish Fishing Lugger. He made a small drawing of her at the time and has now transformed that drawing into a full set of plans. The model is plank on bulkhead to a scale of 3/4" to the foot and will be 31.5" overall. The "Ibis" should be ready to launch in the spring.

Tech Talk



Batteries and Ballast

Real ships pitch and roll in response to the sea, and this movement can be replicated to some extent if you plan for it.

Frequently, ballast and batteries are placed wherever there is room after the other machinery is installed. I think placement of the heavy bits should be considered early in the design. If all the weight is on the keel, the model won't roll. Similarly, if you get too much weight at the bow or stern, the model will plough through the waves instead of pitching to meet them.

Ideally, a good time to consider weight distribution is before you start whittling! I like to know the displacement of the model before I start. It gives me a chance to figure out if I can make the model operate, or consider other options such as choosing a different scale or building materials.

Start by calculating the displacement using the formula Ray gave us a few meetings ago: (displacement of the ship)/(cube of the scale)=displacement of the model. For my destroyer in 1/96: $2,900\text{Tons}/(96 \times 96 \times 96) = 2,900/884,736 = .0033 \text{ tons} \times 2,000 = 6.6 \text{ pounds}$. And that is what it weighs.

My model is 46", so I knew before I started I would have to keep everything pretty light if I wanted to add and move ballast and batteries!

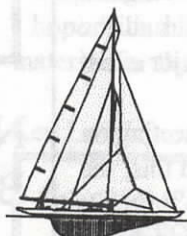
Although not critical, I was fortunate to have a weight distribution chart on the docking plan. The first and last 40 feet weigh about 3 tons per foot, and it rises to over 12

tons per foot between 80-280 feet. So batteries and ballast would have to go in the scale 80-280 feet range depending on fore/aft trim.

The fore and aft placement allows the model to pitch when it meets a wave. The other half of the equation is the vertical placement of the weight. This allows the model to roll. If all the weight is on the keel, the model will be very stiff and won't roll.

My superstructure was designed to be light, so even with batteries I needed a couple of pounds of lead pipe to get down to the waterline. This is where I experimented. I installed a couple of false bulkheads just below the main deck and taped the lead pipes to them. These are above the waterline. I got lucky. According to the sailors who visit the pond, the model leans in a turn just like the real ship, except she comes back faster. I don't think I can do anything about that without tinkering with the laws of physics. 6 1/2 pounds moving at 2 knots just doesn't have the same inertia as 2,900 tons moving at 30 knots.!

Ron Hillsden



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