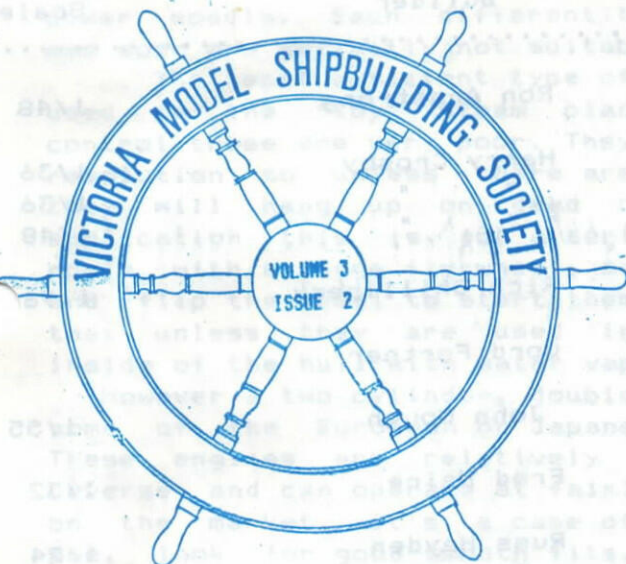


"THE BINNACLE"

FEBRUARY 1986



VICTORIA MODEL SHIPBUILDING SOCIETY 1986 EXECUTIVE

President....Ron Armstrong
Secretary....Dick Bryant
Librarian....Fred Haire
Director.....Jim Holt
Director.....Geoff Walton

Vice President....Harry Crosby
Treasurer.....Russ Hayden
Editor.....Ken Peterson
Director.....Gordon Fortner
Director.....Rob Woodward

***** CALENDAR OF EVENTS 1986 *****

.....This list includes the Model Engineers and Artifacts Society events.....

- | | |
|----------------|---|
| Mar 1-9 | M.V.I.M.M. STATIC MODEL SHOW
Harbour Park Mall, Nanaimo, B.C. |
| April 7 | Hobby Show. Victoria Curling Rink |
| May 3-4 | V.I.M.E. SPRING MEET. Victoria and Sidney Railway |
| May 23- June 1 | STEAMEXPO Vancouver B.C. |
| May 24 | B.C.S.M.E. Mini Locomotives 86
Burnaby Central Railroad. 4900 Deer Lake Ave. Burnaby, B.C. |
| May 24 | V.M.S.S. EXPO SHOW Vancouver B.C. |

June 21-22 S.H.A.S. SUMMER FAIR DAYS
 June 29 V.M.S.S. EXPO SHOW Vancouver B.C.
 July 19-20 V.I.M.E.-S.H.A.S. RUN DAYS
 July 27 V.M.S.S. EXPO SHOW Vancouver B.C.
 Aug 3 V.I.M.E.L.E.C.----(small locomotive efficiency trials)
 Aug 23-24 V.I.M.E.-S.H.A.S. RUN DAYS
 Aug 30-Sept 1 118th ANNUAL SAANICH FALL FAIR
 Aug 31 V.M.S.S. EXPO SHOW Vancouver B.C.
 Sept ? Static Display, Tillicum Mall
 Sept 14 V.M.S.S. EXPO SHOW Vancouver B.C.
 Sept 20-21 V.I.M.E.-S.H.A.S. RUN DAYS
 Oct 4-5 V.I.M.E. FALL MEET Victoria and Sidney Railway
 Oct 12 V.M.S.S. EXPO SHOW Vancouver B.C.

 EXPO UPDATE (FREQUENCIES)

Good news ... We will be able to use both 72 and 75 MHZ at EXPO

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On The Ways For Expo

"a partial list as known to the editor Feb 6, 86."

Ship	Builder	Scale
Tug- Debra Dawn	Ron Armstrong	1/48
Freighter- Star Galaxy	Harry Crosby	1/36
Tug- Althea	" "	1/36
Stern wheeler- Moyie	" "	1/48
Ferry,	Rick Chillibeck	1/96
Tug- Norderly	Gord Fortner	
Side wheeler- Waverly	John Gough	1/55
Tug- Kenneth C Cooke	Fred Haire	1/32
Marine ways	Russ Hayden	1/24
Boom Boat	" "	
Floating Dry Dock	Jim Holt	1/36
Tug- Valhalla	Ken Peterson	1/78
Barge- CPR # 41, Okanagan lake	" "	1/87

Editorial Comment

Its winter in Victoria and all the miniature shipyards and boat works are in full production and a lot of this years production is geared toward display at EXPO or at Nanaimo's Competition. To tell the truth I to am building something, a tug and barge in 1/87th scale. The challenge is to see how well, how quickly, and how cheaply sheet styrene can be turned into a boat hull. My appologies in advance to the nit-pickers, this is *not* a totally accurate model, but a scale representation.

Just for fun, I've been keeping a relatively accurate account of the time spent in building these projects. I find that I spend roughly twice as much time puttering as in building. In other words in the last two weeks I've spent 40 hours working on the models and 80 hours just enjoying the mood. Yup, we've got a great hobby!

In the last little while I've had to call on several of our members for help when I haven't had the knowledge needed, WE HAVE A GREAT BUNCH OF GENERAL SPECIALISTS. On top of that they are all great guys. Thanks Harry, Russ, Ron, and Jim.

On a totally different subject, I would like to take exception to Don Ferguson's letter in the October issue of the *Boatswain's Call* in which he states that in his opinion the class "scratch built" should be eliminated from competitions. In my opinion the class should be retained but the criteria for entry in this class should be stiffened! I agree that the quality of some models that are scratch built is often below that of the better plastic kits but after seeing Don's own models I'm sure he would agree that the most satisfaction comes from completing a detailed scale item that was "made by hand" rather than in fastening premade parts to a preformed hull. Please don't get me wrong, just because I enjoy scratch building doesn't mean that I don't enjoy seeing well built kits, in fact some day if the right kit came along I might build one myself.

I was just talking to Don; it seems that his point is that the present system of defining the class "scratch built" is too vague. In an attempt to try out his new system the competition in Nanaimo in March has no scratch built category, instead the entry form will give space for each modeller to call attention to any section of the model where he is particularly proud of his craftsman-ship. It will also allow the modeller to pass on special points of interest about the particular model in question. (I suppose I had best reserve judgement on this one and go see how it works at the show.)

To quote Shakespeare "*Though this be madness, yet there is method in it.*"

Ken

THE STEAM CHEST by Ken Peterson

Last month I discussed some of the problems that are inherent in powering a model by steam, this month I would like to say a few words on the engines to power models. Each different type of engine has different uses and problems, and some are definitely not suitable for radio control.

The least efficient type of engine has to be the simple oscillator, often used in the "toy" steam plants that many of us enjoyed as kids. For radio control these are very poor. They have only one 'power stroke' per cylinder per revolution so unless there are three or more cylinders chances are good that they will hang up on dead center in the middle of the pond. In the "toy" application this is not a serious problem because they are operated at high rpm's, with a large fly-wheel, and if they do hang up you can easily reach over and flip the wheel to start them again. These engines also leak steam badly so that unless they are used in an 'open launch', they will soon saturate the inside of the hull with water vapour.

However a two cylinder, double acting oscillating engine, such as put out by some of the European or Japanese manufacturers is a totally different story. These engines are relatively light in weight, quite steam tight, simple to reverse and can operate at fairly slow speeds. There are good and poor designs on the market, it's a case of 'buyer beware'. If you are planning on buying one, look for good smooth fits, easy turn over, multiple cylinders and decent glands and bearings.

My favourite style of marine engine has to be the slide valve double acting marine design such as those put out by Stewart-Turner of England. The only faults that I can see in these engines are price, (you pay for craftsmanship) and slightly inadequate bearing sizes. These engines can be purchased in completely machined form if you have no machining ability. There are both simple and complex versions available from several manufacturers.

Steam turbines are high speed, low torque units that require gearing for marine applications. They often require mechanical reversing. As far as I have been able to ascertain there are no commercial manufacturers of small scale turbines. Really it is no wonder because of the extremely fine tolerances required in the manufacture of these engines.

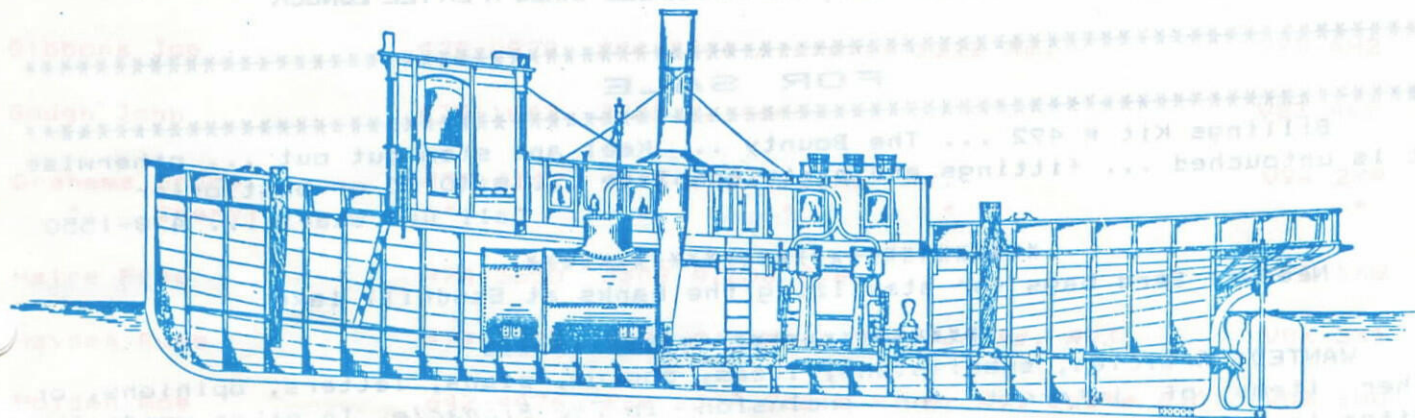
Well enough rambling for this month, Good Steaming

Ken

BILGEWATER

Russ Hayden mangling English... eg. *Ultimatrol* hmm Sounds like a good name for his electronic speed controls.

.....
Rumour has it that Ron is thinking of converting his tug to a submarine. Ask him about estimating current speeds in Colquitz Creek.



TUG BOATS.

This engraving represents a small Tug Boat, of steel, designed for the U. S. Government for use on Lake Huron.

It is 45 feet over all, by 9 ft. beam, and fitted with a double engine, having cylinders 6 in. in diameter, by 8 in. stroke driving a 48-inch wheel and supplied with steam from a Clyde Boiler, 48 in. in diameter by 6 ft. long. The engines are of the Willard high speed pattern, described on another page, and the hull is of steel throughout.

Shipyard Shorts

When working with sheet styrene, the primer-cleaner that is sold in plumbing supply stores is a plastic dissolving agent and can be used to 'weld' parts together, apply a small quantity to each part to be joined, press tightly together and presto one piece. Or if a filler is needed simply mix equal volumes of primer-cleaner and scrap plastic pieces in a covered container and allow it to sit overnight. Don't apply too much of the resultant 'goop' at one time or the plastic surrounding it may melt.

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Sheet styrene is easily formed into simple curves by applying heat and holding the sheet in position as it cools, a form is often essential. Some of the methods of applying the heat are; a hair dryer, a heat lamp, a pan of boiling water, or the steam arising from the spout of a kettle.

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A series of glues put out by PACER TECH seem aimed at our problems. They are all cyanoacrylates (like the old *Crazy glue*), but are set up for different applications. *CA-SLO-ZAP* allows 30-40 seconds for positioning of parts and bonds poorly fitting surfaces. *ZAP/CA* cures in 1-5 seconds and is best used on close fitting parts. *ZAP-A-GAP/CA* is somewhere in between these two in curing time but bonds virtually anything (Pacer Tech regards this as the "best all round modelers adhesive"). *PLASTI-ZAP CA++* cures in 10-20 seconds and is meant for plastic kit construction. *ZIP KICKER* is used to speed the curing time of any of their adhesives. And last of all they have produced *Z-7 DEBONDER* in case 'you find yourself a little "too attached" to your work'.

KEN

ANNOUNCEMENTS

Our secretary, Dick Bryant has worked long and hard at updating the membership list that is published later in this issue. He found that we had been carrying many names on our membership roles who had paid no dues for a long period of time. The clubs constitution states that anyone falling three months in arrears in payment of dues may be dropped from the membership roles, and since We must have some means of keeping track of membership, this policy is being adopted.

So please pay your dues! (they were due and payable in December.)

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How come we no longer get many models being brought to the meetings? Come on guys I know you must be building something. And all of us can learn new model building methods from others. So lets see what you are up to, bring something old or new, being built or finished, or maybe still in the planning stage.

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Needed; Sand bags for stablizing the banks at Sandhill lake.

WANTED; Articles, submissions, ideas, photos, plans, letters, opinions, or other items of interest for inclusion in *The Binnacle*. In other words the editor is asking for your input. Just what do you want in your newsletter?

Ken