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August 2001 Volume 23, Issue 8

The Binnacle

Victoria Model Shipbuilding Society
PO Box 45083 Victoria BC V8Z 7G9
Email: vmss@home.com



Dates to Remember

Next Meeting Sep 13
Westview Gospel Chapel
313 Brunswick

Sept 1, 2, 3 SAANICH FAIR
Public display and Model Boat Show

Sept TBA, Swap N Shop
Sept 13, Regular Meeting
"Arrival of the Upholders" a talk by members of the Submariners Assn. of Canada on our newest submarines.

Sept 15, Display at Maritime Museum of BC

Sept 29/30 "Victoria Underwater Weekend" for model submarines.

Oct TBA VMSS Tugatta
Oct 11, Regular Meeting

Nov 8, Annual General Meeting

Dec 13, Xmas Social

TBA Field Trip CFB Esquimalt "Fleet Diving Unit"

TBA Field Trip SeaSpan

Powell Cup Standings

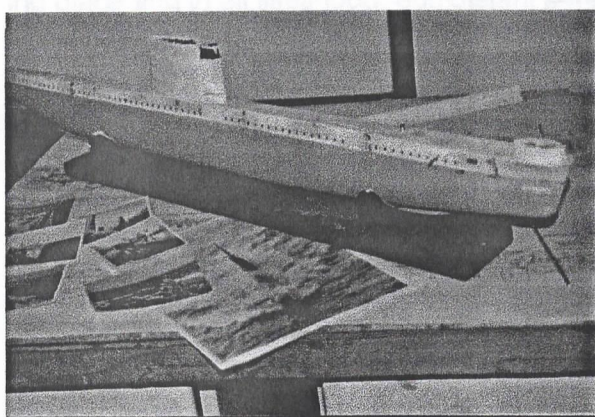
Here are the current placings in the Powell cup as of Sunday 22 July listing is in order of placing on the list

Place	Name	Score
1	Paul Jordan	135
2	Dave Powell	133
3	Lois Lockley	125
4	Don Mills	124
5	Bob Rainsford	123
6	Ken Lockley	121
7	Rick Libby	105
8	Fred Schnipper	91
9	Dave Denton	89
10	Dave Seager	84
11	Rob Woodward	74
12	Ron Armstrong	72

Place	Name	Score
13	Derek Woollard	71
14	Mike Hill	39
15	Bob Smith	36
16	Ryan Hull	29
17	John Gough	28
18	Robbie Woodward	23
19	Len Thomas	19
20	Jack Plummer	18
21	Ashley Hill	10
21	Mark Giles	10
21	Sean Hill	10
21	Ken Scotten	10

This month

Is the Hillsdens' last month as editors of the Binnacle. It is a little light, I suppose until contributors understand the new structure. It's easy, Rick's phone is 383-1197: e-mail richardjameslibbey@home.com.

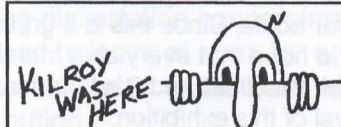


As a treat this month, we have a guest contributor who is an internationally recognized artist and author—Len Gibbs. Since V.M.S.S. has designated September as Submarine Month, Expect your regular scribe Romanus Unicum to produce propaganda for the September 29-30th. Harrison (?)/Thetis Lake sub regatta

September Binnacle Deadline
Sep 01 2001

Inside.....

2. Minutes
2. Event Notice and Thanks
3. Au Revoir
3. From the Bridge
4. Sub Subject
6. For Sale



VMSS GENERAL MEETING JULY 12/01—Minutes

Jack Plummer opened the first meeting of our club in our new meeting hall by welcoming everyone.

New members—none

Guests— **Liz Boddaert**, **Ben Rusi** and **Rob Woodward JR.**

Jack Plummer reported that we have a new club boat, a WW2 Corvette donated by **Don McLeod**. He also reported on the disposition of **Geoff Walton's** models. Jack still needs help with the Bandit Boat Fleet, people to help keep them running at shows ECT.

The results of the Cowichan Bay Festival - For all who attended it was a good time and one to do again. **Bill Birch** said he would look after the paddleboats from that show.

The September swap & shop will be discussed with the Church Executive.

And we realised \$987.00 from the **Bill Huckin** estate sale.

Paul Jordan reported the club has new sail boat donated by **Ken & Lois Lockley**. It's a Reno and will be known as R-1. As one who has had a chance to sail it, I can say it is a lot of fun. Thanks again Ken & Lois. Paul also talked about the new brochures for the club, any comments please bring to Paul's attention.

Ed Boddaert reported on the Harrison pond situation and it doesn't look good for water in the near future. Until the drought is over we can expect it to stay dry.

We have a new Binnacle editor **Richard Libby** and a new Web Maintainer **Dennis Walker**. Welcome aboard Guys!

Derek Woollard gave a financial report and we are in the black. A discussion followed on ways to fund raise money and our insurance costs. The Executive is to review our insurance policy.

Ron Armstrong reported that the Strawberry Festival was a big success and the strawberries and cream were delicious. Thanks to all who took part.

Bill Birch reported the pond will be cleaned up for the Saanich fair and we will be looking for help during it. All interested contact Bill. The fair is a lot of fun and we get a lot of free publicity.

ENTERTAINMENT- **Ken Lockley** brought his scale sail boat The Tzuhang (circa. 1936) which means God of Mercy. Ken won a medal for his work from a New Zealand model magazine publisher. Congratulations Ken!

Rob Woodward SENIOR brought his new 1 meter sailboat and a lively discussion followed about building and the upcoming Canadian Championships to be held in Vancouver B.C.

Thanks to both Ken and Rob for a good show!

JM.

2001 Executive

President:	Jack Plummer	592-2021
Vice-Pres:	Paul Jordan	388-7929
Secretary:	John McHutchion	480-4048
Treasurer:	Derek Woollard	658 1150
Directors:	Scott Ringrose	744-3048
	Mike Gibson	474-6539
	Mike Hill	384-4024

Other Duties

City and Parks Liaison	Ed Boddaert	746-4459
Membership List	Mike Gibson	474-6539
Entertainment	Bill Birch David Powell	592-6456 479-0905
Regattas	Scott Ringrose Mike Hill	744-3048 384-4024
Show Coordinator	Derek Woollard	658-1150
Publicity	Ron Armstrong	391-0101
Binnacle Circulation	Bill Birch	592-6456
Binnacle Editor	Rick Libbey	383-1197
Website	Dennis Walker	



VMSS UPCOMING EVENT AT MARITIME MUSEUM SATURDAY, 15TH SEPTEMBER

Mrs. Yvonne Sharp of the B.C. Maritime Museum has requested our Club to put on a static display of models in the museum for a one day exhibition on Saturday, Sept. 15th. If she is able to provide water, we will also erect our pool adjacent to the museum for an active display of power boats. Since this is a great opportunity to advertise our hobby, I would hope that every club member would place a model in the show. Derek Woollard and Paul Jordan will co-ordinate the setting up and removal of this exhibition.

NOTICE OF APPRECIATION

Please be advised that Club member Don McLeod has graciously donated a fine example of the World War II "Flower Class Corvette" to the Club which has since been motorized and re-painted for use in the club pool. Anyone who would care to donate an old two channel radio to the club for use in this model would be gratefully appreciated.



So what happened to those U.S. Navy Nudes anyway?

In September 1997, Julie took on the Binnacle when Dave and Vicki Winter moved. Dave just left the navy and got a new job in the computer field in Vancouver.

In our first Binnacle, we reported that the VMSS was known as 'The Rons Club' because there were so many Rons! But only one Romaine, which explains his nom de plume for the Sub Subject!

In September, one of our newest members was Mike Gibson, who was building a Chris craft, a Fullwell tug, a Rigid Hull Inflatable, a ski boat and a Bankert. Veteran member Paul Morrow launched his brand new Lindberg tug at a club event at the Commonwealth Pool, where it met Mike's Chris Craft. Luckily it is a swimming pool and a young swimmer entered the salvage business. Other launchings announced in the September Binnacle were Fred Stolzenberg's *Halcyon 11*, Jack Plummer's *HMCS Calgary*, Geoff Walton's *HMS Peacock*, Larry LeBoeuf's *Brookland*, Julie Hillsden's *Emily Maude*, Len Gibbs' *Seehund*, Bill Barker's *Iron Queen*, and Scott Ringrose's *EC12* and *Marblehead*.

The Binnacle in those days had a lot of white space. There was a lot more club news, I guess because Julie and I had more time to be involved. But there weren't many technical articles. I started using material off the internet to provide technical stuff. Lately that hasn't been necessary. There has been a steady stream of contributions from members. Since then, Julie was appointed Commanding Officer of Rainbow Sea Cadets, so she didn't have time to do the Binnacle anymore. I took it on. I type about 2 words per minute, so sometimes it has taken me a long time. But it always got out, and it has more material.

We also got the web site up and running. It is very popular with the ship modellers on the internet. Last month there were an average of 43 'hits' per day. I did this to learn HTML, the programming language for web pages, but it has been the most satisfying part of my various VMSS duties over the years.

As editors, we've had a lot of fun and didn't have any sorrow. What more can we ask for? We have enjoyed a lot of support from you—the members—thank you. Especially Bill, Romaine, Ken, Ron A, Stringbean, David, Jack and Paul. I hope all members will continue to support the new editor and web master so they can have a bit of fun, too.

One mystery remains—Romaine once promised an article about how the US Navy gets rid of it's nudes. When the time came, he evaded it—says he really said 'nukes'. The process we use is to scan Romaine's carefully typed articles with a software product made by IBM, and spell check it twice (spell checkers made by Corel and Microsoft—they do have a fit with various "Romainisms", but not short real words—maybe nuke isn't a real word?), and sometimes we even proof read. So how does the US Navy get rid of their nudes? Why do they care? Why did it suddenly become a secret? Oh well, maybe the story will come out when they tell us who really shot JFK.....

Ron

FROM THE BRIDGE

It appears from all reports that the new facilities on Brunswick Drive are ideally suited to our needs as witness, the table configuration, seating arrangements, and lighting are all conducive to direct participation by the membership. Parking is also excellent and is direct accessibility to the basement of the building. I personally found the route to the building from my home to be of shorter duration than our previous meeting place and in all likelihood, equidistant if not shorter as the crow flies.

The Powell Cup venue at Beaver lake again brought out over a dozen sailors and the strong winds and warm prevailing conditions attributed to a delightful afternoon. Unfortunately, I do not have the scores for publication at this time but, I believe when tallied, they will be subject of further editorial comment by the time this is printed.

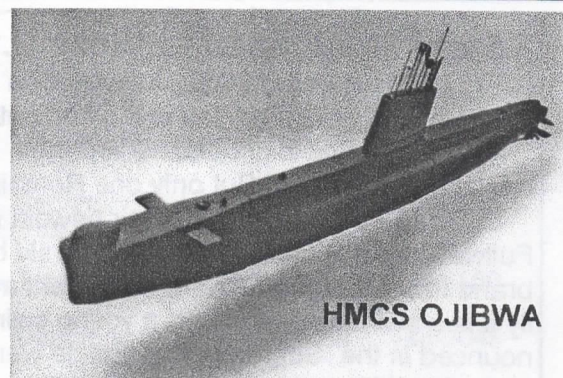
If my memory serves me well, about fifteen members showed up at the main gate of the Esquimalt Naval Base for a walking tour on Saturday morning. Leading Seaman Richard Turner, escorted our group for the better part of an hour around the area, continuously narrating an ongoing dissertation concerning the historical significance of the base and it's British Naval origins. Although I had to leave at noon for another commitment, the other members enjoyed a steak sandwich lunch and then escorted to the Base Museum for the rest of the afternoon. All in all, a very interesting and informative outing.

jrp

The Sub Subject

How Len Gibbs makes his Superb Subs

Guest Columnist Len Gibbs



HMCS OJIBWA

As announced in July's Binnacle, I now take a first break in 38 months, and give the floor to Len Gibbs's adapted and revised May 2000 article out of the Submariners Association of Canada (West)'s The Submariner. Here goes.

"As indicated, this article was first written for a group of ex-submariners, and their idea of a model is something you cut out of a magazine, and pin up in your locker. Therefore, I apologize to the V.M.S.S. membership for oversimplification of the material.

"The first thing you need to build a model, static or active, is a reliable and detailed set of plans--plans that depict profile, deck and sections. Then determine the scale (length) you want, and reduce or enlarge the plans accordingly.

THE HULL:

"Most "static" modelers build hulls from solid wood, or strips of thin wood over formers/sections, i.e. plank on frame.

"The last time I tried either procedure, I had enough chewed-up wood to kindle the fireplace all winter, so I built mine using Styrofoam--the pink or blue stuff that's used for insulation; not the white, crumbly packing material.

"I attack the hull in two halves, port and starboard, using the profile of the hull only, and not the casing or conn/sail. Cut two halves of this profile out of 1/16" or 1/8" ply (like door skin). One profile is used to lay up the port half; the other the starboard side. Cut the sections from plywood and glue them at the correct locations on both halves, and fill in between with styrofoam. First test the intended glue on a scrap of styrofoam as some glues eat styrofoam. I use a water base glue.

"Now roughly carve, sand and chew the foam until the section formers show and voila: you have half a hull. Do the other side the same way, and glue the two halves together. Now you have a strange-coloured hull, as well as a workshop full of blue or pink dust, and similar footprints in the house.

"Any flaws are easily corrected by gluing in and re-carving bits of foam, or by simply coating the whole surface with Pollyfilla, and sanding until all is OK.

"The foam hull is still quite soft at this stage, so I apply a layer or two of the lightest grade fibreglass cloth. Caution: use a two-part Epoxy Resin because the catalyst polyester resin will dissolve the foam hull. The brand I use is Cold Cure, which I mix in small batches, two-to-one. It is a pleasure to use, odorless, and . . . wife friendly.

"Let it harden overnight, and start sanding. Next, I bomb spray on an automotive filler-primer, and sand till I'm happy. That ends the dirty, smelly phase and the finicky part starts.

"The rudder, prop shafts and any other hull appendages are added. Any weld- or seam lines are either scribed in or, if raised, nylon filament is glued on. Various vent valves, drain ports, etc. are drilled or fabricated from thin styrene plastic and attached.

THE CASING AND CONN/SAIL:

"The casing is built up on formers (sections) of styrene plastic. I use .040 thickness and secure them in the correct locations, according to the plans, onto the hull. The sides of the casing are of .015 thick styrene, and all the lovely, bloody limber holes that have to be cut in these are enough to drive a modeler to drink. (Recommended: a single malt scotch with just a touch of water.) The "A" boat I built has about 680 of the things to cut. (The holes; not the scotch.)

"The deck is now cut, drilled, scribed and attached.

"The conn/sail is similar in construction and we are just about finished. Build the mast array out of brass tubing and rod, primarily for strength, as it is the first that grubby little hands grab. Radar and radio displays are soldered from brass wire, while hatches and other details can be cast with ordinary five-minute epoxy in a mould, pushed into plasticine or putty.

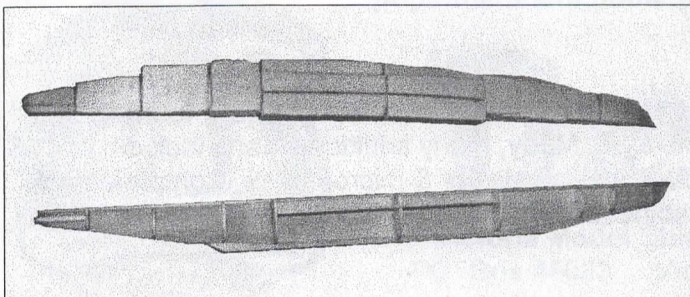
PAINTING:

"Caution: use an oil-based paint as lacquer paints will dissolve styrene plastic--unless you first apply a coat of Barrier. I thin the paint 25 per cent and put on three or four coats, lightly sanding in between with wet and dry. Then, after putting on numbers, etc. apply two THIN coats of satin clear finish. Please, whatever you do, don't paint a black sub with straight black. Cut it back so it's about 70-75 per cent black/grey. It will look much more realistic.

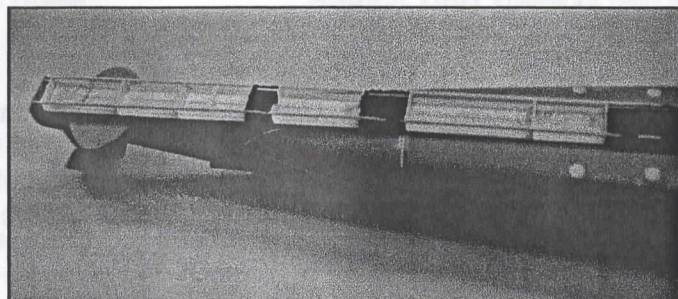
"You are finished. (So is your scotch.) And I wish to thank the sole individual who's managed to stay with me.

"Should anyone wish to view my finished models--HMS Artemis P-449 (an "A" boat), and HMCS Ojibwa SS72 (an "O" boat)--they are on show at our Submariners Association display in the Naden Naval Museum, CFB Esquimalt, Victoria."

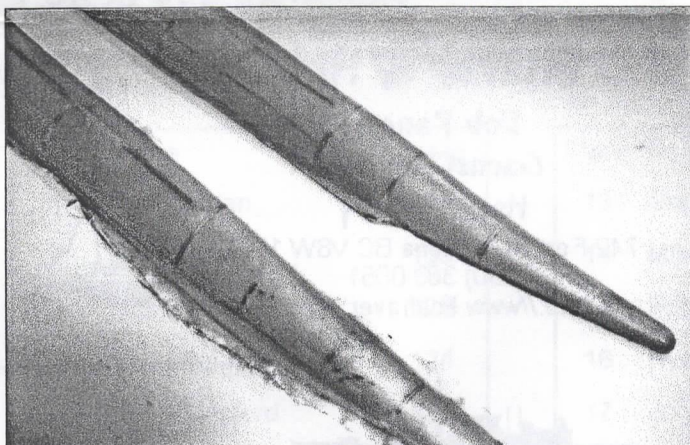
Len Gibbs



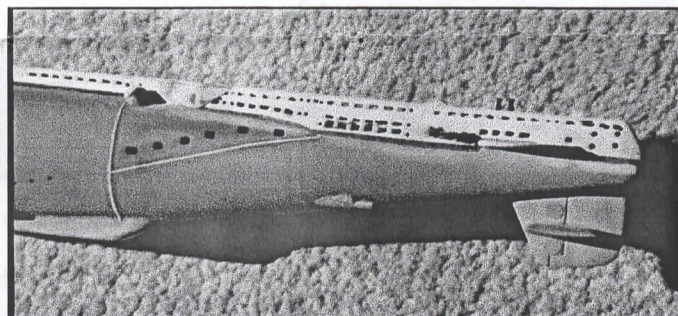
Step 1—the hull halves—the one on the top has been filled with foam—ready to sand



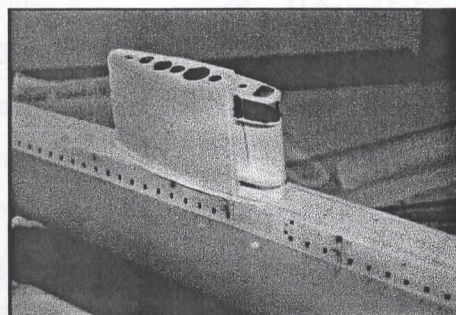
The casing framed in with styrene



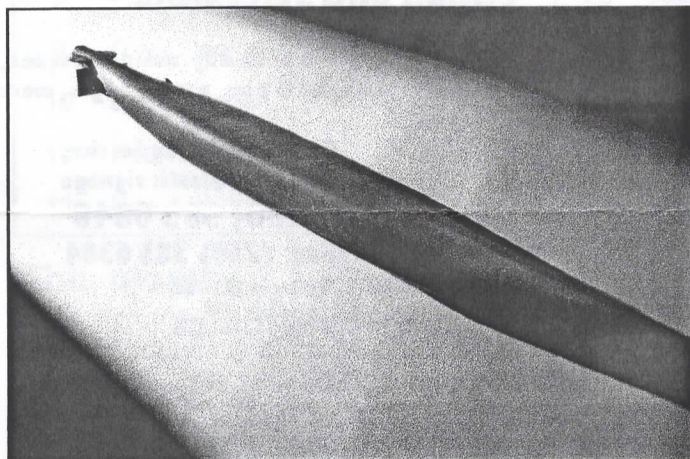
Step 2—the halves have been shaped and covered with epoxy and cloth



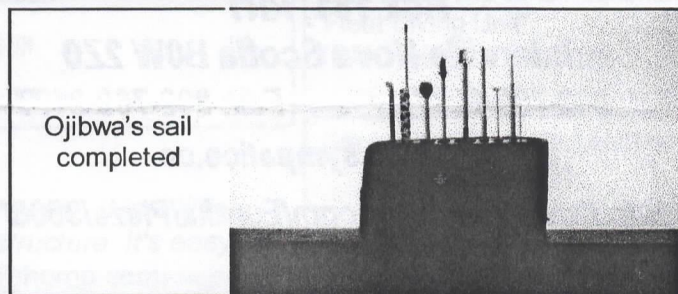
Some of the 680 limber holes!



The sail on Ojibwa before details and paint.

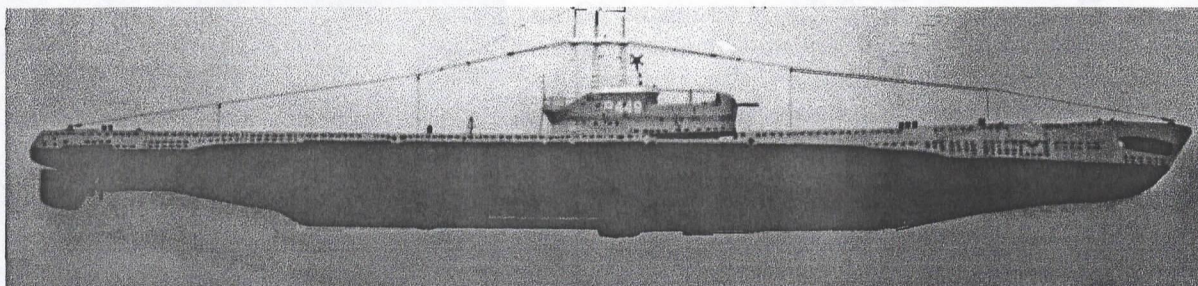


The finished hull!



Ojibwa's sail completed

HMS Artemis P-449



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