

The Binnacle

Victoria Model Shipbuilding Society
PO Box 45083 Victoria BC V8Z 7G9



Dates to Remember

MERRY
CHRISTMAS



HAPPY
NEW
YEAR

FROM THE BRIDGE:

Well, it appears as though we've had an excellent year in spite of the fact that we lost the use of our pond because of water shortages. Yet, our outings in the sailing department have been numerous and have provided a golden opportunity for those of us who were strictly power oriented to learn the pleasures of wind and sail at Beaver Lake

Thanks to our Treasurer, the club funds are in good shape, so much so, that we will put a \$500.00 donation towards the acquisition of a special valve that will continuously maintain a constant depth of water at Harrison pond.

More recently, an examination of the past year's reports indicate that we have participated in no less than seventeen different activities that include exhibitions, tours of Canada Coast Guard and RCN facilities, as well as out of town visits and club appearances. All in all, a very ambitious schedule.

At this time, on behalf of our club membership, I would like to welcome the newest members of our executive and extend to the entire membership and their families a healthy & happy tidings during the coming Yuletide season.

jrp



Next Meeting **JANUARY 10**
Westview Gospel Chapel
313 Brunswick

Dec 1 – Jan 30: Static model display
Sidney Historical Museum

Dec 13 – Annual Xmas Party

Dec 16 – Sailboat tuning & racing
clinic: Beaver Lake 1-3:30 PM

2002

January 10– evening with Robert
Turner, Restoring Moyie & Sicamous
CPR Paddlewheelers in BC

Feb 7, 8, 9 – Canwest Mall Show

February 14 – Arrival of "Victoria",
Canada's newest Submarine. Update
from Submariners Assoc. of Canada
(West)

SAILING: 1st & 3rd
Sundays **1 PM**
Beaver Lake

Jan. Binnacle Deadline
DECEMBER 31

INSIDE:

1. From the Bridge
2. 2002 Executive & Directors
Annual General Meeting,
sailing tune-up
3. Paul Jordan
4. Sub Subject
5. Salt water operation
6. Smoke for gun turrets
International One Metre Results
For Sale

VMSS ANNUAL GENERAL MEETING NOV. 8/01

Elections for the 2002 Executive were held with Ken Lockley as Elections Officer. Results are posted in the Binnacle. Congratulations and welcome aboard. to the new executive.

A big thanks to those continuing on, your dedication is very much appreciated.

Pictures of our Bandit Boat sailing in the Arctic seas courtesy of our member Ryan Hull were on display; this might get us in the record book Thanks to Ryan & the Coast Guard for your efforts.

Our Swap & Shop was another success thanks to all those who participated.

As your secretary I have enjoyed serving and I look forward to being your Librarian thanks. JM.

HARRISON YACHT POND:

I received a call from Al Cunningham, one of the Parks crew, in response to my call to Gord Smith regarding the state of our float valve suggestion. Parks Department is waiting for an estimate from the City Works Department. expressed the opinion that he thought that the installation "was not a big deal and I don't see any problem in getting it installed He will let me know when he has the estimate. He has hopes that this will be done before the end of the Year. With regards to water, no hope yet. "We are still under water restrictions and they will be down our backs if we try to fill the pond" So, the float valve looks promising but water is a way off yet Ed Boddaert

2001 Executive

President:	Jack Plummer	592-2021
Vice-Pres:	Paul Jordan	388-7929
Secretary:	Tom Pound	595-6487
Treasurer/ Memberlist:	Derek Woollard	658 1150
Directors	Mike Gibson	474-6539
At Large:	Ken Scotten	472-6187
Events & Entertainment:	John Gough	479-1843
	Doug Grant	
Sailing:	Rob Woodward	474-5912
Power	Scott Ringrose	744-3048
Regattas:	Mike Hill	384-4024
Newsletter:	Ken Lockley	477-5830

SUB-COMMITTEE HEADS

Publicity:	Ron Armstrong	391-0101
City Parks Liaison:	Ed Boddaert	746-4459
Webmaster:	Ron Hillsden	479-5760
VMSS Quartermaster	Bob Rainsford	383-2256
Binnacle Circulation:	Bill Birch	592-6456
Show Coordinator:	Derek Woollard	658-1150

CHRISTMAS GREETINGS

On behalf of the executive and the new directors of the V.M.S.S. for 2002, we would like to wish all modelers and their families a very Merry Christmas and a Happy New Year. Good boating and happy sailing for the coming season.

TUNE UP – DECEMBER 16

There will be a Tune up session at Beaver Lake on the 16 of December 12.00 noon, Hosted by Rob Woodward. This is our second tune up get together, and I will basically be doing the same as the first, so that the people who missed the first one can benefit and maybe get their boats going better and faster. Dress warm and lets have a good time Thanks Rob

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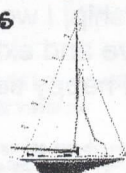
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<http://www.geocities.com/Eureka/Plaza/9506/>**BC Shaver & Hobbies**

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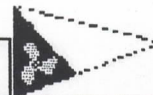
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ANNUAL ELECTIONS:

The Elections for your 2002 VMSS Executive and Committee Heads was completed successfully at our last meeting on Thursday. We'd like to thank Ken Lockley for making sure the process went smoothly and in what appears to be in record time! The entire election process was completed in 15 minutes! The Executive has been expanded from 10 to 12 (the maximum permitted under our Charter) and we are sure this will allow us to repeat the successful year we had in 2001 and to achieve new objectives for 2002. Jack Plummer wishes to thank the outgoing Executive for all the hard work they did this past year and to welcome the brand new 2002 Executive and especially those who are joining for a first term. Please welcome your new Executive who will take over January 1st, 2002.

FALL SWAP n' SHOP

Once again this was a very successful event due to the generosity of so many Club Members who brought their "surplus to requirements" models and equipment for sale on our Club Table. Derek Woollard reports that the Club received \$180.00 as a result of this. THANK YOU AGAIN to all those Members who contributed articles. Although there were fewer boats for sale than usual there were still some good bargains to be had. We STILL have a huge Dumas "Mr Darby" Tug for sale on behalf of the late Mr. Ralph Day's estate. This is an incredible bargain for someone who wants a large fibreglass hulled tug complete with all mechanical equipment. Although the two electronic speed controllers and engines alone are worth over \$500.00, the asking price is only \$375.00 for the entire model and equipment. Please contact Jack Plummer if you are interested or you wish to make an offer. Jack also has a couple of completed ready to go boats for sale at VERY REASONABLE prices and which would make excellent starter boats for someone who wants to get into R/C boats quickly and inexpensively. Jack's email is jplummer@pacificcoast.net.

"BINNACLE":

We'd like to welcome Ken and Lois Lockley as Publisher and Editor respectively of our monthly Newsletter "the Binnacle". This is not a new assignment for them as they successfully produced it for a number of years previously. If you have any article, thoughts, news, ideas, hints on any R/C model boat related subject, don't hesitate to scribble it down and send it to the Editor. Remember, her job is NOT to spend her life writing articles, but rather to prepare and select material for publication which has been written by others.. and that means YOU.. our large extended VMSS family. Lois will edit and get your material in publishable form.. so don't worry about spelling and Grammar (no that's NOT Grandpa's wife!)...just send your rough drafts in. We'd also encourage news from other events and Clubs. Also is there anyone who would like to write a regular INTERNET piece for our "Cybernavigator" column. (I'd be pleased to co-write it with someone). The "Binnacle" is a vital and essential part of our Club, but it makes it so much easier to produce if Members are generous with ideas, information, and news. We'd also like to take this opportunity of thanking Rick Libbey for stepping to produce the Newsletter during this transition.

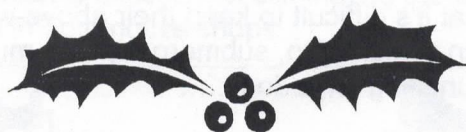
BANDIT 6:

Bandit 6 is about to become famous.. read all about her exploits in the Arctic with the crew of our own USCGS "Sir Wilfrid Laurier" and how the VMSS is going to apply for a "Guinness World Record". You'll find an article in Nov.9 edition of the "Times Colonist" by Jeff Bell in the Capital Region section on page C1. You'll be hearing much more about this and will soon have a chance to view pictures of this adventure on our VMSS Website.

THIS concludes this update and we look forward to seeing you at our Christmas Party in December which promises to be the BEST YET!

Paul Jordan

Dave Powell



**KEN LOCKLEY
DESIGN & MODEL
PLANS/HULLS**

lockley@pacificcoast.net

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THE SUB SUBJECT

I'm sure that, after recent months' mix-ups, this final 2001 "Sub Subject" column will put us back on course, and I still remember a promise to deal with the difference (s) between DYNAMIC and BALLASTED model submarines. I'll owe up anon. First, though: the basics.

Dynamics or kinematics are branches of physics that deal with relationships between the motion of objects (weight) and the forces exerted on them through such motion. Inertia and ballistics play in the same sand-box.

To look at them, DYNAMIC and BALLASTED models are indistinguishable. But the former lack the ability to change weight, while the latter's heft can be lowered or raised via radio control.

It's widely known and understood that military prototypes of the past era have ballast tanks that are flooded to dive, and "blown" (with compressed air) to surface. Not equally well known is that all of those boats, during submerged patrols, still rely on dynamics to maintain a given depth - regardless of speed, and regardless of the ambient temperature of the ocean layers in which they find themselves. In other words, they use the weight of the water admitted into their tanks to achieve near-neutral buoyancy. That done, and maintained with mere gallons at a time, the boats use their bow, fairwater or stern planes, and combinations thereof, to increase or decrease submerged depth.

Ready examples of neutral buoyancy are the deadheads in local waters - logs that escaped their booms. Such boles may weight tonnes, and lurk below the drink's surface at mere inches. Yet, if a kid were to step on it, it could go down fast and deep. Mere pounds could unbalance the log's neutral buoyancy, i.e. equivalency to the weight of the water volume it displaces.

Whether or not it makes us happy, the laws of physics that rule in the design and operation of the largest U. S. Ohios or Russian Typhoons also apply to scale models we run in ponds and lakes. Motion is motion, and weight/buoyancy is only alterable in quantity, but not in the way nature takes to it—speed, weight, pressures.

That said, we'll look at local examples of DYNAMIC models, of which Jack Plummer has two — Krick's U25 and the recently-completed, scratch-built Victoria -- while I have the 1:125- scale ("little") Miami.

All three models need linear motion to submerge. To dive, the bow planes' trailing edges have to be elevated above their leading edges, while the stern planes' trailing edges are lowered. If any of the three had fairwater (sail or conning tower) planes, the bow planes' action would be followed. All that is clear if you visualize the port - starboard water pressure that motion/water flow exerts on a rudder. And a sub's control surfaces are rudders -- stuck on horizontally as opposed to vertically.

DYNAMIC models depend highly on their bow planes to dive -- located way forward of the centre of gravity, and below the centre of flotation. U25, for example, relies solely on its out-of-scale paddles to dive, while Victoria and Miami also have independently (never on the same servo) operating stern planes. Note that, out of the three, only U25 features pre-adjustable stern planes, and it took scads of trial and error to get 'em just right.

On the broad Guevernica canvas, DYNAMIC models take less time and money to build, run and, especially, maintain. Further, if not tangled in weeds, murk or fishing line, they'll surface if stopped through any cause -- a boon to Nervous Nellies. The downside is that it's difficult to keep their above-waterline weight low enough to achieve a ballasted prototype's waterline in scale. Also, submerged, they must generally run way above scale speed, otherwise they'll pop up. Try launching torpedoes.....



BALLASTED models have built-in containers (tanks, cylinders, bladders and such) of which the weight/buoyancy can be altered by radio -- using water to dive, and air to surface. All this can be made to happen through six or more substantially different systems.

Most popular still on the American Continent are gas systems, such as 1:96-scale Miami's. An on-board, in-ballast-tank vessel holds enough Propel or similar liquefied gas to permit 10 to 15, seldom required "full blows", and has an air and a gas valve, operated by a single linkage, to dive and resurface: air out, water in; water out, air in. But that's just one way to get a model sub to do its thing.

Some ballast systems use an intravenous bag, rather than a rigid container. And there are pump systems -- either air or water types. Air pumps suck air out of the ballast tank, and store it in an accumulator; water pumps simply void a tank of water. In a water system, though, a snorkel mast is needed to re-import air. Then, mainly in Germany, the Engel system is the "in" thing. It involves a cylinder in which a piston/bulkhead, operated by a threaded rod alters the air/water content. Works fine, but sure draws juice.

Now: Which way do I lean? DYNAMIC, or BALLASTED? To this day, I don't know. My next sub project, though, a one-man Molch, will most likely be a DYNAMIC diver. Then again, I'm very sold on the maneuverability and intricacies of BALLASTED jobs. So, after seven odd years, the jury's still out. Sure hope that food and lodgings are tolerable.

With this, I render up my seasons greetings from fathoms down, and will deal with The Fear of Losing a Submarine Model in January. C-h-e-e-r-s!

Romanus Unicum

-- 30 - 30 - 30 --

SALT WATER RUNNING:

Since some of us might be obliged to run in salt water this year, I edited the following from the SFMYC web-site (before it went defunct) I am not familiar with the products mentioned here, and wonder if you know of any substitutes? There is a group of Sidney R/C sailboat racers who sail in salt water regularly with apparently no ill effects. Ron Hillsden

Following edited from the San Francisco Model Yacht Club newsletter "Nautical News ". Protection against salt-water corrosion is a relatively simple procedure with a product called Corrosion X Marine. It is available from fish and tackle shops and marine retailers. I have used Corrosion X for the past few years to protect my fishing rods and reels from salt-water corrosion. Many model boat and airplane hobbyists running in the Foster City Salt Ponds routinely use Corrosion X Marine to protect their interior and exterior hardware and radio equipment; It totally stops rust and corrosion. Many simply use it as a general precaution against any kind of moisture, and as an overall lubricant, even if they do not run in salt water

Recommendation is to remove the casing around the receiver and spray a light coat over the board. It can be brushed on with a soft bristle brush such as a pastry brush. They also recommend unscrewing the lower casing of the servos and spray a light coat into them. Then spray all metal working components such as rudder, bearings, shaft logs, control arms etc. It can also be sprayed directly into electric motors. Thoroughly spray any switches, contacts, and all exterior metal hardware on the boat. After running, radio components can be re-cleaned with a rubbing alcohol and then re-sprayed with Corrosion X. It protects against salt deposits, stops rust, and prevents dielectric of uncommon metals for up to one year. Permatex has white lubricant grease, which is excellent in eliminating the black corrosion in older servo and receiver wiring contacts. It is available in automotive shops.



SMOKE FOR GUN TURRETS:

I've been trying to make the 4 inch guns on my destroyer fire convincingly. Finally I've come up with an air compressor from the old type "Colonel Bogie" car air horns (12 volt).

Led the pipes from this to a magazine constructed from Brass Plumbing fittings - from here to the guns in sequence. Make the turrets turn using servo's as usual. Add a big gun noise box that is sequenced to sound just after the Compressor runs.

Fill the magazine with the worst talcum powder you can find from left over Christmas prezzy's. Sail & let rip ! End result - Flash of smoke from guns followed by clap of gunfire.

Undesirable end result - Pong of Brut or Hi Karate invades every nostril and orifice, covers nearby boats in white dandruff effect.

Desirable end result - Gets rid of all that Naff talc filling up your bathroom cabinet - in fact you acquire lots of extra mates because you can help them get rid of their talc as well. Bye for now (Smelly Dave). (R.H.)

INTERNATIONAL ONE METRE EVENT:

On the 18th of November we had a one day International One Meter Regatta at Beaver Lake. Four guy's from Vancouver showed up. Also 2 guy's from the Sidney yacht club showed up and with myself, Dave Seager, Ken & Lois and we can't leave out his honourable mister Paul Jordan. We had excellent winds, almost too much for "A" rigs at a few times, but that makes it more interesting. We had about 10 to 12 race's and with the first few start's 12 boats on the start line made for quite an exciting time, then following that there was the usual break-down's, so the number of boats at the end of the day dwindled down. All in all are guests and member's had a really good time, we haven't had this kind of regatta in many years and its about time, so please watch for the next date and even if you do or don't have a boat its well worth coming down for a while to see how its done. I would like to thank our visitors Ben Rusi, Don Martin, Allan Gardner, Baird Mclean, Alex Foley & Peter Ibbotson & a special thanks for the ever present Ken and Dave for helping me out & making me look good, cause it take's a lot to do that, ha ha. Thanks Rob

FREQUENCY'S AND CRYSTALS:

Due to the ever increasing sailing program, we are having that same old problem with frequency's. In an effort to do something about it, I would like anybody with a sail boat to either call me in the evenings 474-5912 or e-mail: robwoodward@shaw. tell me what your channel is Also if you have extra crystal's, can you change crystal's & are you prepared to buy more crystal's ?? There are over 80 frequencies available to us, so there really shouldn't be any overlaps. Please get in contact with me & let's get it sorted out. Rob

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