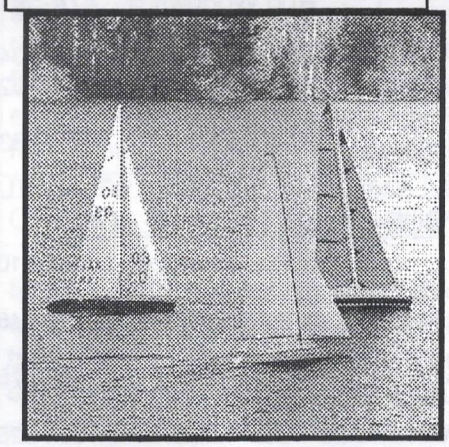
http://members.shaw.ca/VMSS/ **FEBRUARY 2002** Volume 24, Issue 2

The Binnacle

Victoria Model Shipbuilding Society
4996 Georgia Park Terrace
Victoria, B.C., V8Y 2B9

FEB. 3, 2002
AT BEAVER LAKE
ROB, RON, KEN



MARINE MODEL EXPOSITION

M.V.I.M.M.
COUNTRY CLUB CENTRE
NANAIMO
MARCH 14, 15, 16 17

The largest static marine model display ever held in the Pacific Northwest.
12 CATEGORIES
FOR COMPETITION

Contact:
Dick Copland 250 758 8715
Alf Fletcher 250 758 9208

From the Bridge

We begin the new year with the good news that Harrison Model Yacht Pond is now full and awaiting our attendance. I might also add that another good citizen has graciously donated a 36", British designed sailboat to our club and I have recently purchased and installed a two channel radio to insure it's reliable operation. This model will be used by anyone interested in trying their hand at sailing and we hope to have a member volunteer to take care of it between visits to the pond.

I'm sorry to inform you that John Gough is stepping down from his position as Events Coordinator for health reasons and his replacement will be named in due course. In the meantime, Doug Grant will be carrying out these duties with the able assistance of our Vice President Paul J.

FINALLY - PLEASE REMEMBER THAT YOUR ANNUAL DUES IS REQUIRED BY THE END OF THIS MONTH. jrp

Dates to Remember

Next Meeting **MARCH 14**
Westview Gospel Chapel
313 Brunswick

2002

March 14 –Regular Meeting 7:30 **Forming and casting.** Mark Giles of BC Shaver to give a practical demonstration of resin catin techniques using some of the latest material . Also vacu forming & any other plastics related subject.

March 15 – Field Trip
Simulator Tour at Workpoint Barracks 10 AM – 12 PM

March 14 – 17
MVIMM SHOW
Country Club Mall, Nanaimo

April 5, 6, 7 – Western Ship Model Conference & Exhibit – on board RMS Queen Mary, Long Beach, California

April 11 – Regular Meeting

FUTURE FIELD TRIP
RCMP Patrol Vessel Depot at Nanaimo

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

March Binnacle Deadline
February 28

INSIDE:

1. From the Bridge
2. Canwest Show Results Part 2 – Lofting & Building
3. Cont.
4. Sub Subject
5. Cont., Minutes – Jan/02
6. Member Profile

CANWEST SHOW RESULTS:

PUBLIC CHOICE:	1st	"Vasa"	Bob Shearer
	2nd	"Uncle Jack"	Jack Patterson
	3rd	"St Roch"	Alf Fletcher
MODELERS CHOICE:	1st	"Kinkason A"	Doug Allen
	2nd	"R.C.M.P. Boat"	Jack Plummer
	3rd	"MTB #385"	John Gough
STEERING COURSE	1st	Mike Gibson	
	2nd	Rob Woodward	
	3rd	Alex Craven	

2002 Executive

President:	Jack Plummer	592-2021
Vice-Pres:	Paul Jordan	388-7929
Secretary:	Tom Pound	595-6487
Treasurer/	Derek Woollard	658-1150
Director at Large	Mike Gibson	474-6539
Events &	Ken Scotten	472-6187
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

DUES 2002

Regarding dues, in the month of January, there has been a very poor response to the fact that

DUES ARE DUE

Please send your cheque to the club address in the front of your Binnacle so our Treasurer can put this part of his job aside for another year. Thank you. $35 single – $50 family

Part 2 - UK responds! Ron Hillsden Victoria BC Canada

Subject: Re: SSL: Builders Plans, Lofting, and How things get done.

It's well known that a scaled down version of a sailing vessel is unlikely to sail well, because if you cut the size in half you end up with 1/4 the sail area but only 1/8 the ballast. What Black did in adapting the design was to drop the keel a bit and shrink the sail plan to keep her reasonably upright. Earl Boebert

It is obvious my friend that you have never attended one of our sailing meets either here in the UK or continental Europe. Ship models sail extremely well & answer to the helm with the agility of a hawk in flight.

We have found that 40 inches to be the optimum for good sailing properties for scale ships, as any smaller and the elements are cubed too greatly for efficient sailing. The problem models have is that when we reduce the size of a vessel by scale, the elements cube up at a far greater rate and it is as if we are sailing in treacle with a constant gale blowing.

If you go to our site at http://www.scalesailing.org and go into the Cutters, Britannia file you will see a photo of Phil Anstiss's Royal Yacht Britannia which was the fore runner of the 'J' class. This model is about seven feet long with a mast height of about 8 feet. She moves like a duck with it's ass on fire in fair to moderate winds and is very responsive to her helm with a turning circle of about 11/2 times her length, shooting the buoys at almost right angles. I doubt if King Edward VII & his son George V faired any better with their Britty.

In light airs, I have actually swung her round on her bow as if she had an anchor run out.

As already mentioned, the rest of the world gets much bigger in proportion to the scale reduction so compensations have to be made to keep vessels upright in a good blow. One fundamental consideration is to keep the hull as light as possible as every ounce saved in the hull is one more ounce of lead in the keel. Secondly, the ballast has to be as low down as possible (if not further) as the hull acts as a fulcrum on the water with the effort of the wind on the sails trying to shift the weight in the keel. To compensate for excess effort, the ballast has to be as low down as possible and is often added to an additional external fin keel that is bolted on underneath the vessel's natural keel. Naturally, this fin is removed for transit and show.
One other additional consideration is the rudder.

Scale rudders on sailing ships are just not man enough to be effective as they are caught in the vacuum of water behind the ship. Due to the increased viscosity of the water in relation to the model's scale, the wake trails further behind the model than the full sized vessel. To overcome this, we usually clip a rudder extension over the rudder that extends a couple of inches below the hull to grab the virgin undisturbed water there. We also balance this extension so a couple of inches of it is forward of the pintles. This eases the pressure on the radio servo which can be tremendous in a good blow and can burn the servo out.

Inboard, the servo is connected to the tiller with two rods instead of the usual one in a motor vessel as the passage of water past the hull tends to want to straighten the rudder amidships and if only one rod is employed then this will make it bend and give a poor response. The servo ratio to the movement of the rudder has to be greater at the servo and smaller at the tiller to enable the rudder to swing about 60° or greater. The servo/tiller at 1:1 ratio (about 40 -45° at best) will prove cumbersome on the turns and in a good blow or squall will render the rudder virtually ineffective. At best, the turning circle will be very wide indeed, much wider than Phil's 11/2 times the length.

When I first sailed Phil's Britannia she wallowed like a half dead whale & was nothing like Mr. Watson had designed. Phil let me have her for a couple of weeks in which time I rearranged the ballast in a new detachable fin & did the modifications to the rudder & steering gear. Phil was delighted as she then 'swam with the dolphins' & went like poo off a shiny shovel.

Some may think that the addition of external sailing aids infringes the true scale of a model. I am of the school that does not think this way. From the waterline up she has the appearance of a scale model in every detail, which is likewise when the vessel resides on the sideboard during the rest of the week when she isn't sailing. Water refraction hides the sailing aids when under sail and without them they don't sail well at all. It is the physical price we pay for being last ship out of the water and to my mind, the cost is slight if not negligible. Happy sailing.Mike Taylor

Scale Sailing Association Website:- http://www.scalesailing.org
Mail:-scale.sailing@blueyonder.co.uk

THE SUB SUBJECT

February? So it is, and the promise was to look at "scale." Which brings to mind that in English, despite its wondrously broad vocabulary, some simple, seldom misspelled words such as "scale" must carry a plethora of meanings. Fish have scales, but so do musicians and pharmacist. Scales keep fish warm and slick, musicians in tune, and compounding apothecaries from poisoning us. But in our modelers terminology it's a numerical expression of a relationship between a first object (the so-called prototype) and another one with a same shape and proportions, but a bunch smaller—namely our models. Go figure.

The scale that concerns us could be a lead-pipe cinch, if it were not for the confusing intricacy imported to it by the Imperial/Standard System of measurement. Its 12-inches-to-the-foot and three-feet-to-the-yard business forces us to live with 1:96, 1:64, 1:40, 1:32 and so forth scales. But, hold it, do such scales reflect a fraction of a foot in the size of the prototype, or fraction/proportion of the prototypes' overall measurements?

One of my models (USS Miami, SSN 755) is built to a 1:96 scale, which means that for every foot in the prototype, my model comes up with 1/8th of one inch. And that is so because (bear with me) there are eight 1/8th. In every inch (you knew that?) and when multiplied by 12...guess what: there's that magical, "logical" (?) number :96. Not to vexing if all parties could agree, but I see same-vendor/manufacturers ads for submarine hulls that offer Rasher in 1/4" scale, followed by Los Angeles in 1/8" scale. "Just how long is it?" you ask, should your call be answered, or fax/e-mail responded to. You may get to know (and you SHOULD know) before placing and prepaying an order.

At 32nd Parallel, in California, the company name derived from the outfit's consistent use of 1:32-scale (3/8" = 1.0' and 96 divided by 3 = 32. [nothing to it]). That gig held sway as long as they stuck to German U-boat and U.S. fleet boat hulls (prototypes with 223.3' and 311.7' l.o.a.s). Even so, a type XIIC comes in at 6'11", and the fleet boats stretch 9'9". Then, along comes the U.S.Navy with its 560' long Ohio-class SSBNs. No, at 32nd Parallel they weren't about to start selling canoes, so they mercifully scaled the model back to 1:96, for a 6'11" model result. (Mine in British 1:100 scale is 5'7" long—about as long to me as that reputed way to Tipperary.)

Where size/scale of model subs is at play, the same two extreme philosophies that rule among surface builders apply: (1) bigger is better and, (2) small is lovable. Let's just look to find logic in a politically-correct and oh so fashionable middle ground.

"Big" builders need to have ample workshop space; go on steroids; own a van or buy a car trailer; may have to get a davit-type crane; have an all-times companion to "take her (the model) to and from the water;" must not fear the problems with second ballast– or trim tanks; must operate as far away from other models as pond or lake permits; be ready for husky materials' bills, and generally be prepared to spend as much time on handling and hauling the brute as in running her.

On the plus side, big models can be easier to build for those with sausage-style fingers and they offer roomier accommodation for electronic apparatus. Further, it's easier to adorn big models with details, such as cleats, bollards, simulated rivets et cetera. Last, but not to be overlooked: a majority among spectators seem to favour big models.

Spotlighting "small" models, say those with l.o.a.s from 12" to 18", handling & transporting problems vanish.

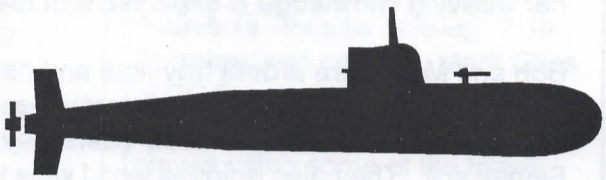
And, to most, such imps look "cute." Building them, though, takes higher skills and patience; may involve mini servos and speed controllers (or servos converted to motor function) and other trade-offs—such as smaller, lower capacity batteries, good for 20 minutes or so in running time.

For submarines, set against the numerous classes of surface craft, a serious stand-between toward miniaturization is the prototypes' l.o.a./beam ratio. Among 32 classes of military subs surveyed, such number ranges from 7.13 for the former U.S.S.R.'s Typhoon (78.7' x 560.9') to 13.33 for the U.S. Navy's Ohio-class boomers (at 42.0' x 560.0') Bring those down to 12" to 18" lengths. . . and deep, deep trouble with electronics is sure to crash the party.

In conclusion: don't start on a model sub of any type until you've closely examined both the feasibility of building her and the subsequent practicability of transporting and handling her. On the latter score, I much regret the 5'7" l.o.a. of my missiles-launching Florida (SSBN 726), but did so eyes-wide-open to get enough beam and a Tridents' scale to make it all work. Believe me, though, much as I like Florida's model, I always have to screw up my courage to take her out to the Pond or a lake. It's a hassle.

To my possibly quite personal thinking, a 36" to 48" long model submarine, weighing 15 lbs. more or less is close to ideal on all scores. Tuck it under your arm, toss it in the trunk, and go drive it for 60 to 90 minutes.

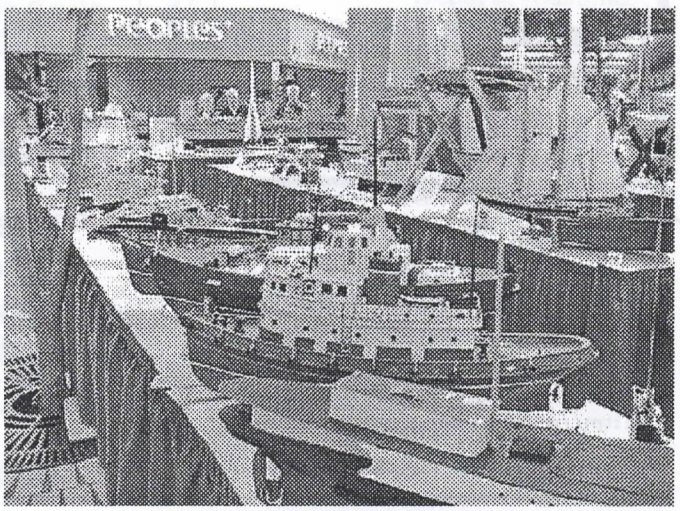
Next month, I propose to look at what materials and so-called consumables to use in model submarine construction, and may touch lightly on building and gluing methods and/or procedures. Meanwhile: thanks for your feedback.
Romanus Unicum



MINUTES OF JANUARY 10, 2002 MEETING: EXTRACT

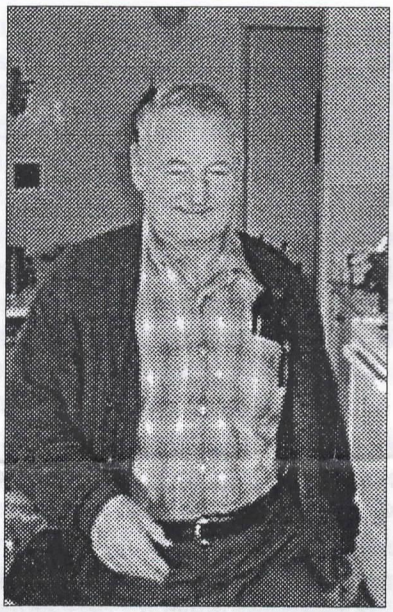
- The Treasurer reported that, for the first time in four years, the VMSS has not had to use reserve funds to cover expenses, and that, after committed funds are deducted, $3684 remains in the Chequing Account.
- A total of 84 persons, members & special guests, attended the very successful Christmas Party. A special vote of thanks to Derek Woollard for organizing it.
- The Canwest Mall show takes place Feb. 7-9. The organizers would like to have 60 models on display, & members are asked to sign up for duty.
- Future activities include visit to Marine Simulator at work Point & to the RCMP Marine Detachment in Nanaimo.
- The President's Cup was awarded to Dave Powell for his outstanding service to the Society.
- Guest speaker, Robert Turner presented an overview of the extensive river & lake paddle steamer service in B.C. and described the efforts to preserve & restore the few vessels which survive. T.P.

CANWEST SHOW 2002



PROFILE:

By: "BINNACLE BILL"



Talking to Bob Rainsford in his well equipped shop, I realized how fortunate we are having him as a club member. This modest man, with his building skills and mechanical knowledge is always ready to help other members. Bob is also the keeper of all our equipment & willingly transports it to and from displays.

Since his retirement from his own plumbing business he has become more involved in gardening on a grand scale. As he is a native of Victoria, it follows that he leads a very enthusiastic walking group.

A word about Margo. She can be found in the Weaver's tent, adjacent to the boat display at the Saanicton Fall Fair. Like Bob, she will share her weaving knowledge & expertise with many friends & acquaintances.

Bob and Margo are ardent travelers and have spent twenty years in their 30ft. Diesel cruiser in the local waters, spending week-ends and summer holidays with their family — New Years Day each year, found them on Sidney spit. They also enjoyed world wide travels – to name only a few countries, Australia, China, Hawaii & a good part of Canada.

On January 26th, they were honored by family and friends at a beautiful '50th Anniversary Celebration'. Congratulations to you both.

NEW CLUB BOAT:

Thanks to Ryan Smith for donating the R36" R Sailboat for all members to use. His father built it and used it in the 1980'.

The club needs someone to show an interest in maintaining it & of course using it.

Please contact Jack Plummer or Rob Woodward

HAPPY VALENTINE'S DAY