

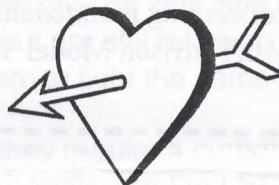
The Binnacle

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

Next Meeting **MARCH 11** - 7:30 PM
313 Brunswick Place
Lower floor

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS



March 11 – Regular Meeting

March 25-28 – Mid Vanc. Island Marine Modellers Show

April 8 – Regular Meeting – Rigging/Tuning Demo

April 18 – Spring Sail Event

April 30 – May 2 Western Ship Model Show Long Beach, CA

May 2 – Opening Power Event * Battle of the Atlantic Sunday

May 13 – Regular Meeting

June 1 – Sidney Historical Museum Display (one month)

June 10 – Regular Meeting – fabricating in foam –
hull construction

July 8 – Regular meeting – effective lighting for ship models

* **POWER:** Sundays 10 – 12 Harrison Model Yacht Pond

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

**BRING & BUY
EVERY MEETING.
ALSO, BRING YOUR
CURRENT MODELLING
PROJECTS TO
MEETINGS FOR
SHOW & TELL**

DUES ARE OVER-DUE!



If you have, thank you. If you haven't already, please bring your checks to the meeting or mail to Derek Woollard,
4996 Georgia Park Terr. Victoria,
V8Y 2B9.

Single membership \$35.00

Family \$50.00.

Mid Vancouver Island Marine Modellers Show and Display,

Country Club Mall, Nanaimo March 25-28. Boats can be entered for judging up until Sat. 10:00 am. This is a great show and we encourage all VMSS members to support the MVIMM Club, as they brought a great showing down for our CanWest Show.



From the Bridge

"I went to Seattle Feb 1 weekend to take the girls in my life shopping and for myself to visit the North West Modeller's Show at the Washington State Fairgrounds

As a show it probably was successful but for me as a Boat modeller, I was a bit disappointed. The greatest majority of models were RC aircraft. If you do aircraft it was super. While I kind of expected that, I was still somewhat taken back at the small attention paid to Boat and Railroad modellers.

The boat models, what few they were, were excellent. Although the dealers at the show were all targeted at RC Aircraft, I still was able to get some tools and materials I needed at a good price.

There was no boat pond or activity other than static. The show for me falls into the category of *Been there - done that.*

My faith is renewed in the quality of our boats and the activity of our club." Ken Scotten – President



Victoria Model Shipbuilding Society

Regular Meeting – 8 January 2004

Extract

Preparations were finalized for the CanWest Mall Show. Ron Armstrong will be guest on "Remember When" to talk about local maritime history.

Members very much appreciated the address by Mike Matthews and Al Cunningham concerning maintenance and other problems associated with Harrison Model Yacht Pond.

2004 Executive

President	Ken Scotten	472-6187
Vice-Pres.	Jack Plummer	592-2021
Secretary	Tom Pound	595-6487
Treasurer	Derek Woollard	658-1150
Entertainment	Paul Jordan	388-0059
Binnacle Editor	Ron Hillsden	479-5760
Assistant Editor	Ken Lockley	477-5830
Publicity	Jack Ross	478-3191
Quartermaster	Bob Rainsford	383-2256
Director at Large	Mike Gibson	642-6540
Director at Large	Mike Woodley	598-8379

APOLOGIES:

The membership and the executive would like to extend a belated apology to Tibor Buzath, for not being aware of his health difficulties. We hope that 2004 is a better year for Tibor as well as all our members with health problems.



TIP OF THE MONTH

coupla tips -
the first one is good, I dunno about the second, however

2004 SUB-COMMITTEE HEADS

Librarian	Jack Ross	478-3191
Webmaster:	Ron Hillsden	479-5760
City Parks Liaison	Ed Boddaert	746-4459
Binnacle Mailing	Bill Birch	592-6456
Show Co-ordinator	Derek Woollard	658-1150
Bandit Commodore	Rick Rainsford	382-0898

From: "Bill & Kaja Michaels"

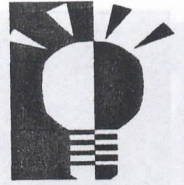
Subject: Stuffing boxes and overboard discharges.

Here's a couple of tips/thoughts that came to mind after reading some recent posts.

1. When I install the drive train in a new model, I use an ammeter to help align the muter to the shaft. I set up a temporary circuit of motor, battery, and ammeter. With the motor attached to the shaft, I turn the motor on. The motor will draw a higher current when the friction (miss-alignment) goes up. The goal is to find the motor placement that is drawing the least amount of current. Obviously, if the motor is drawing less current for a given voltage, then the battery will last longer.
2. Real ships usually have a couple of overboard discharges, typically at the waterline. The typical model water pump puts out way too much power to be scale-like. The discharge on a real ship does not shoot out from the side like a fire hose. If you're going to use a 6 or 12 volt water pump to cool running gear, and want the discharge to look scale like, you'll need to do some plumbing. You'll want two discharge lines- the majority of the flow discharging out the bottom of the model, and a small amount coming out at the scale location. Some of the water pumps put out enough power to act as a bow thruster-- which is another reason not to have the full force coming out of the side of your model. I'd recommend the discharge be amidships, pointing down, so that the activating of the cooling pump(s) doesn't change the model's handling --My 2 cents worth, your mileage may vary.

Bill Ron Hillsden Victoria BC Canada

Lighting your Model * Light Emitting Diodes (LEDs)



If you don't want to worry about the inconvenience of burned out bulbs, maybe LEDs are the choice for you!

LEDs or light emitting diodes are a semi-conductor device that come in several colours including red, green, yellow, and recently have become available in white and blue.

The advantage of LEDs is their very long life. They also give off very little heat. On the negative side, they are a little more expensive than incandescent bulbs but are still relatively inexpensive. They have a limited viewing angle so you may need several of them to light the same area as an incandescent bulb.

Wiring an LED is a little more complicated because they require a current limiting resistor in series to limit the current. The value of the resistor will vary depending on the LED and your power supply voltage. The following formula is used to calculate the value of the resistor:

$$\text{RESISTOR VALUE} = (V_{in} - V_{led}) / I_{led}$$

' V_{in} ' is your power supply voltage; ' V_{led} ' and ' I_{led} ' refer to the voltage rating and the maximum allowable forward current (in Amps) of your LED. These values can be obtained from the LEDs specification sheet.

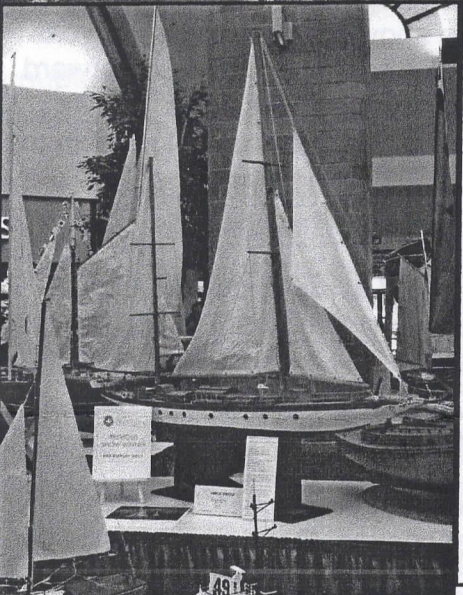
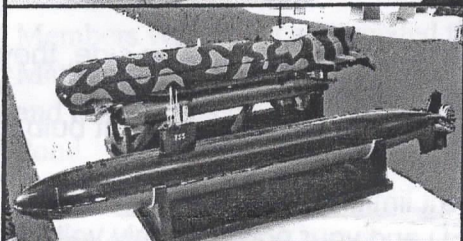
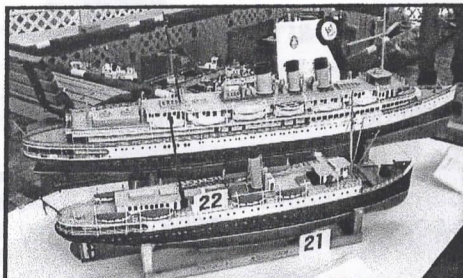
For example, let's say your power supply is 6 volts and your LED has a voltage drop of 2 volts and a max forward current of 30mA. To calculate the resistor value use the formula above as shown here: 6 volts (power supply voltage) - 2 volts (LED voltage rating) divided by .03 Amps (the LEDs maximum forward current rating) = 133 ohms. Most LED current ratings are expressed as milliamps. Since the formula uses amps you must be sure your decimal is in the right when you plug it in the formula. Note that in the example above our LEDs maximum forward current was 30 milliamps or .03 Amps as plugged into our formula.

Resistors come in standard values so you would probably not be able to find a 133-ohm resistor. Resistors do come in standard values of 130 and 150 ohms. In this case you would want to use the 150-ohm resistor. Even though 130 ohms is closer to the calculated value of the resistor you want go to the next highest value resistor to the calculated value. Using a resistor with a value below the calculated value will allow too much current flow through your LED possibly destroying it.

LEDs are also polarity sensitive, meaning that it must be wired in the correct direction in order to conduct current. A LED has an Anode and a Cathode: the Anode must connect to the positive side of your circuit and the Cathode must connect to the negative side of your circuit. A LED has a long lead and a short lead plus a flat spot on one side. The short lead and the corresponding flat spot on the side of a LED identifies it as the anode side, the remaining long lead identifies it as the cathode side.

If you are using several LEDs of different colours and sizes you will want to calculate the series limiting resistor needed for each one based on the voltage of the power supply you plan to use. Next you would hook up each LED in series with its current limit resistor. You could then hook all the LED and resistor pairs up in parallel with each other. As with the light bulbs in the previous section you would add the individual LED currents together to get the minimum current your power supply would have to supply.

Something about power supplies for March
Ron Hillsden



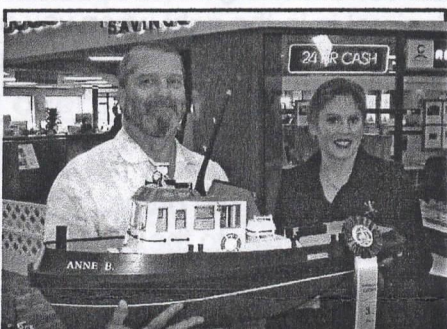
Modellers' Choice Awards



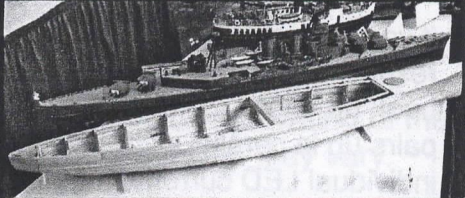
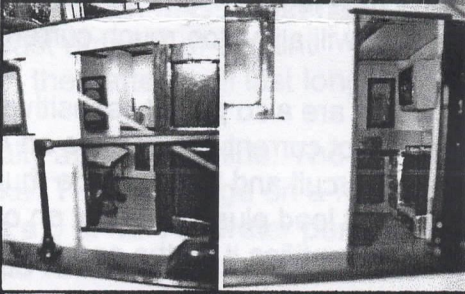
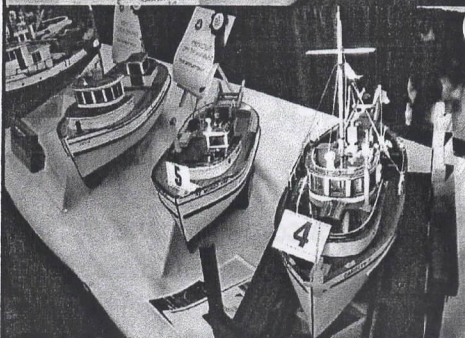
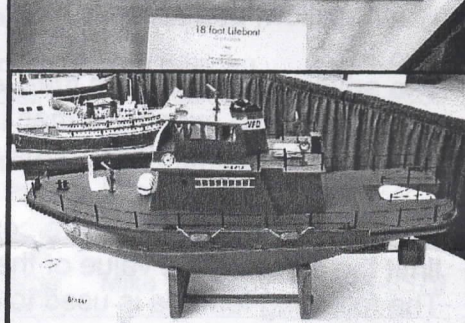
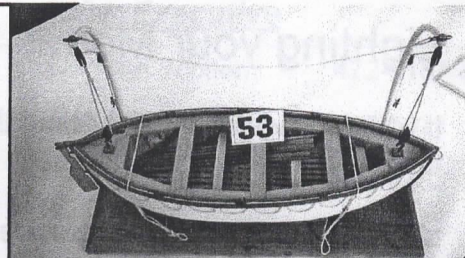
First * Tie
Doug Allen for Carolyn H & Jack Plummer for St Roch



Second
Ken Lockley for Alice



Third
Ray Bethell for Anne B



CANWEST MALL HOBBY SHOW 2004 RESULTS

Public Choice Awards



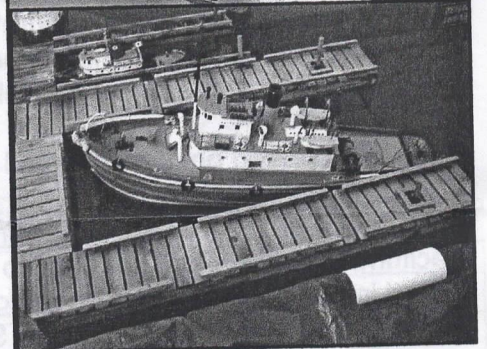
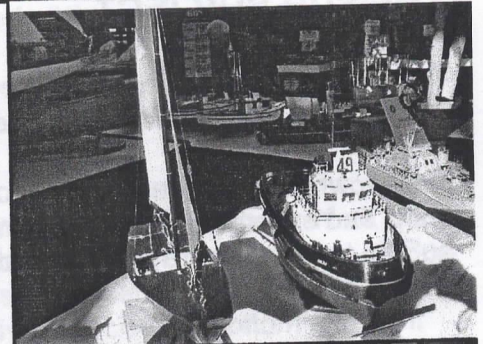
**First
Jack Plummer for St Roch**



**Second
Jack Peterson for Lexie**



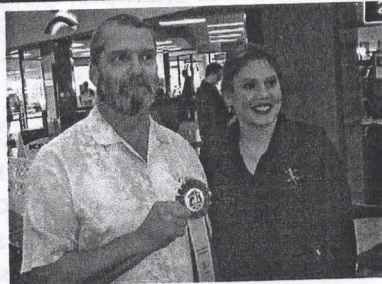
**Third
Jack Ross for Jane Brogan**



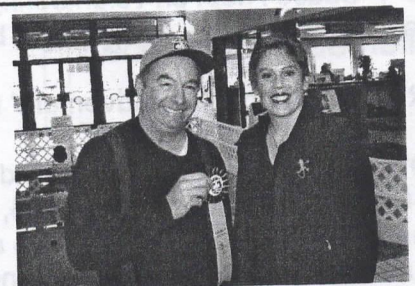
Steering Course



First * Mike Gibson



Second * Ray Bethell



Third * Dave Denton

THE SUB SUBJECT

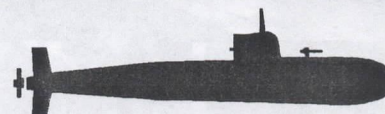
Toward continuity in the 2004 "interviews" series, we were fortunate for this month to cop two hours of retired Sonar Class 2 Able Seaman Daniel Lords' time.

I've known Dan for years but, till now, in keeping with submariners' inbred reticence to talk about careers, tasks and experiences, submarining never got the limelight in past conversations. This time, though, he agreed to talk — more so after I apprised him of the Binnacle's onerous space constraints. So here goes, with "R" and "D" labels.

"R" : "Dan, pray tell briefly how you got to be a submariner for over six years of your young life."

"D" : (Thinking, editing mentally.) "Joined the RCN when I was 18. Got my 'trades' section training at Naden, then on to Nova Scotia where they dotted the 'Is' and crossed the 'Ts.' That got me onto the Athabaskan. Next, Canada wanted to build a submarine section. Out they sent a gaggle of smooth-talking recruiters. This, I thought, held potential for adventure — the unknown....."

"R" : "Next step?"



"D" : "Next step? I was airlifted to Jolly Old under some training agreement with the RN. Landed in Nottingham. First guy to take down my particulars noticed my 'Canada' batch, called me 'Hayseed,' and headed me off to Fort Blockhouse, at Gosport, where I endured 12 weeks of theory. Then I was put on Tactician — their T-Class training boat — for three weeks of 'practicum'."

"R" : (Taking [later] eligible notes at the speed of comets.) "Surely, Dan, you had to qualify for all of this with more than a slap-on-the-back body-temperature check?"

"D" : "Oh, sure. I'd passed three criteria at that stage. "I remember it went like this: Aptitude (smarts), Compatibility ('fit-in' disposition), and intrepidity. How they assessed us on the first two, I was never told. But for the third so-called 'pressure' test, I had to step into the 100-foot, water-filled silo at Gosport, and get from the bottom airlock to the surface in a supine, no-trashing fashion — accompanied by two suitably-suited observers — to then pop up and talk about it. Piece of cake."

"R" : "You served on many boats, I understand. You recall the names of some?"

"D" : "All of 'em. As I said, Tactician first, then on to A-Class boats: two years on Aeneas, six months on Taciturn, also took Springer (sold to Israel) to Haifa, and months later they lost her in the Six-day War. Then, based in Halifax, I did stints on Auriga, Alderney and Artemis. Then, in 1963 back to the RCN on Grilse. In between there also was Aneau . . . Some eight or nine boats in all."

"R" : "How come so many, Dan?"

"D" : "Cause I kept on volunteering as spare crew. For example, we delivered the Super-T Taciturn to Simon Town, South Africa, and brought back another sub for refit in Portsmouth."

"R" : "How about the 'Adventure' that drew you in the first place? Got any?"

"D" : "Oh sure. Three patrols under the icecap under the 'IceEx' program — breaking fairly light ice in an A-Class. Then, during April 1963, sailing on Alderney (a 'Classified' boat) we helped the USN in a 'SubSunk' search for Thresher. We won an award. On we went to lend covert assistance to the Americans in their Cuban set-to with the Soviets. And, hey, we did detect a Rusky with our sonar, reported her position to our

friends, they forced her to surface, we had to stay submerged but observed all through our scopes. That's as close as I got to war action."

"R": "How about those anxious moments that the media thrive on, Dan? The mettle-testing . . . ?"

"D": "Over six years . . . I'd say 'I got my share.' During 1958, for instance, on Aeneas, eight – nine days out of New London, Connecticut, one of the diesels blew a piston. They engineers unbolted cylinder 'n' all, and put it up in a sling above the engine. So we limped along, surfaced, only to get caught in a hurricane off Bermuda that we couldn't outrun. What a ride! That hundreds-of-pounds busted diesel part broke loose, crushed an engineer. Killed him dead. Then, on Aneau, we did a stern dive exercise, hit bottom and bent both screws. We got up though, and made it to port under tow, got messed up by a tide, and smashed into a jetty. Bent a bow plane. Damaged the jetty. Red faces all over! On Auriga a stern gland (stuffing box seal) blew. That took us to 550 feet in a jif. She didn't level off till 700 (!!!), but we didn't implode, and got her up. THAT WAS SCARY."

"R": "Why, Dan, did you bid the Navy adieu?"

"D": "Couldn't get promoted to Petty Officer rank 'cause I was (to me) in the wrong branch. Things got more and more electronic in my sonar field, and I wasn't in a mood to take a bunch more courses in something that didn't turn my crank."

"R": "Know the feeling, Dan. Been there; done that. Last question: Was anything made out of your 'Lord' family name? Any 'jokes' shall we say?"

"D": "Not as much as I'd anticipated but, well . . . yes. One time I was steering the boat — one of my secondary tasks — and I goofed. 'Jay Cee !!!' the boss yelled. Many heard that. The moniker then spread and stuck."

"R": "Many thanks, Dan. Do stay dry and surfaced."

In the March Binnacle, a review of (in library) Under Pressure will be run.

* * *

Romanus Unicum

* * *



CANWEST MALL SHOW WINNERS

February 7/04

Public Choice:

First:
Jack Plummer - *St. Roch*

Second:
Jack Peterson - *Lexie*

Third: Jack Ross -
Jane Brogan ME 105

Modeller's Choice:

First: Doug Allen - *Carolyn H,*
and
Jack Plummer - *St. Roch*

Second: Ken Lockley - *Alice*

Third: Ray Bethell - *Anne B*

Steering Course:

First: Mike Gibson

Second: Ray Bethell

Third: Dave Denton

PLANS NIGHT – IT DIDN'T HAPPEN

For the January meeting, we had scheduled a PLANS NIGHT. This didn't occur because of the interesting discussion by Victoria Parks Manager on Harrison Model Yacht Pond. Members had many questions which were answered, to do with the maintenance of the Pond.

The Executive Committee really want to get members involved with the utilisation of the many plans in our Library system. These plans are all catalogued and the Librarian has the list, so please feel free to browse and find out what there is that might interest you. You never know what you might find.

The Editors of the Binnacle have decided to list any plans that members have in their possession and are prepared to lend to another members. If these members pass on the information, we will publish the details of the plans in the Binnacle.

So for starters, I have available for any member to borrow:

- * "GIRL" class diesel Tug – drawn by J. A. Pottinger – scale 3/8" = 1' - overall length 24"
- * NEW YORK 30' - Sparkman & Stephens Inc. – pleasure sailing yacht of 1930 – LOA 40"

Contact Ken Lockley 477-5830

Each month we'll list as we receive, so please consider this new idea a benefit for all. Review your plans and give us a list. Also, let us know what you think of this idea. Thanks.

Ken Lockley 477 5830
Ron Hillsden 479 5760



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