



The Binnacle

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



Dates to Remember



FROM THE BRIDGE

Speaking on behalf of those who attended our Christmas party, I can safely say that it was a huge success, thanks to the sumptuous table arranged for by Derek W. and his band of merry ladies. Indeed, no one could complain about the affair considering the fact that it was a very pissy night which no doubt attributed to a rather poor showing of membership attendance. Fortunately, our guest list supplemented the total attending the event and many well deserved compliments were received from them.

As you all know, the Parks Dept. have decided to put some water in the Harrison Pond, albeit hardly enough to float a wayward duck than a model boat. The reason for the puny amount of water (4 inches) is that they believe that the rainfall will increase the depth over the next few weeks. We certainly hope so, but don't hold your breath!

In any event, don't lose your cool as our first big outing of the year is coming on the 7, 8 & 9 of February at the Canwest Mall. Don't forget to pick up your models from the Sydney Museum in time for the Mall showing. We are hoping that we will be able to accommodate sixty models this year. In the meantime, the entire executive wishes you a very happy & prosperous New Year. jrp

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

2002

Feb 7, 8, 9 – Canwest Mall Show

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

March 14 – Regular Meeting 7:30

FUTURE FIELD TRIPS: DATES TO DETERMINED

- Simulator Tour at Workpoint Barracks
- RCMP Patrol Vessel Depot at Nanaimo

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

February Binnacle Deadline
JANUARY 31

INSIDE:

1. From the Bridge
2. Events Wrap Up, Xmas Regrets, Arctic RC
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2001 Events Wrap up!

Well, another year over and your 2001 Events Team is handing over to John Gough and Doug Grant for 2002. In spite of the lack of water at Harrison Yacht Pond, we were able to present a large variety of events from public displays, model sales, field trips, guest speakers, great sailing fun at Beaver Lake, and all winding up with our successful Christmas social. We hope you all enjoyed last year's events and with the prospect of Harrison Yacht Pond reopened and an active sailing fleet at Beaver Lake, 2002 should be an excellent year for the Club. There are even plans for a couple of major "open" Regattas which will give us all a chance to meet enthusiasts from other clubs.

We would like to thank the many members who assisted in organizing and assisting with our events this past year and also those of you who joined in and supported them by attending. We wish John and Doug every success for 2002.

Paul Jordan
Dave Powell
(2001 Events Team).

CHRISTMAS SOCIAL:

Thank you for the invitation to "the Swell Affair" as I'm sure it will be. The old expression -so many things in such a short time - applies here and due to other commitments we are not able to be with you. We would liked to have met all you good people under such pleasant conditions but I'm sure it will happen down the line. Our paths will meet!!!

On behalf of the Nanaimo 'bouys' Seasons Greetings to all your members. Dick Copland

ARCTIC RC:

Sunday, January 6 Times Colonist Islander section, D12, ran an excellent full page article on VMSS member, Ryan Hull.

Ryan has been in the Coast Guard for 5 years and is now quartermaster on the Canadian Coast Guard's Sir Wilfrid Laurier.

On it's recent Arctic patrol, Ryan operated Bandit 5 in the Beaufort Sea, and may have accomplished "the most northerly operation of a radio-controlled boat in history." An application is being made to register the feat with the Guinness Book of World Records.

Well done, and congratulations, Ryan.

2001 Executive

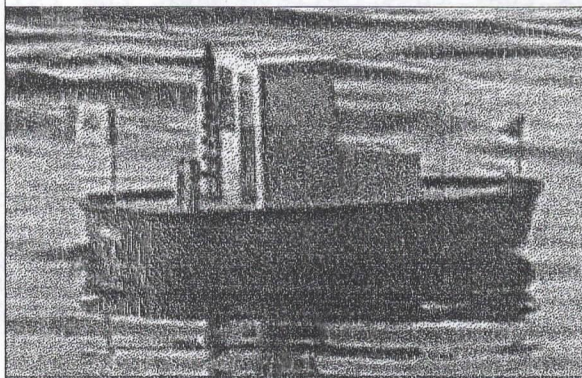
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Newsletter:	Ken Lockley	477-5830

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Webmaster:	Ron Hillsden	479-5760
VMSS Quartermaster	Bob Rainsford	383-2256
Binnacle Circulation:	Bill Birch	592-6456
Show Coordinator:	Derek Woollard	658-1150

VMSS CLUB DUES 2002

Dues are unchanged at \$35.00 Single and \$50.00 Family and are payable in full before JAN 31st, 2002.



Bandit 5 plies the smooth waters.

VINTAGE SCALE SAIL:

This is message 1 of 2 regarding US and British approach to Scale Sail. Both authors are respected. The different approaches are interesting. Subject: Re: SSL: Builders Plans, Lofting, and How things get done.

Well, as I'll explain below, this thread hit at an opportune time for me. But first, a couple of points. There's an old saying that I like: "Cabinet makers work to the nearest 64th, carpenters work to the nearest 16th, and boatbuilders work to the nearest boat." And Russell Potts, my UK colleague, commissioned a replica of a Victorian 10-rater (a model racing yacht about six feet long, with substantial overhangs) from one of the best builders around. After the builder cut and mounted the shadows he gave Russell a call and asked "Do you want her according to the plans or do you want her fair?" And finally, a year or so ago I reprinted an article from a model yachting magazine in the forties entitled "Never trust a blueprint."

My point is that hulls, and especially the "classic" racing hulls, are very complex shapes that are extremely difficult to get right on paper. Ben Lankford can fair a hull on paper, but I know I can't and as I'll relate not many others can either.

My current project is carving a plug for a fiberglass hull that will go into limited production. The hull is a 36" modified version of the J boat "Yankee," and is intended to offer a traditional form boat for beginning R/C sailors. The plans I am working from were originally drawn in 1935 by the eminent model yacht designer John Black, from the original plans done by Frank Paine, and offered as a youth shop project by the Boston Daily Transcript.

So here I've got a Kinko's copy of a 65-year-old printed paper plan, stretched and shrunk in who knows how many ways. Checked dimensions, ran diagonals, looks pretty good so off to the lumber yard to buy (gulp) enough basswood, cut the lifts, and start carving. And as always seems to happen, when the fairing begins one firmly discards the plans, breaks out the battens, and starts working "to the nearest boat." Almost there, and I haven't had to put back *too* much wood in the form of epoxy/wood flour filler :-)

A previous note in this thread asked what it was one wished to achieve in the construction of a model. In the case of a sailing replica, the important thing is that she be able to sail, and quite probably race against others of her kind. This means she has to trim out on her design waterline, carry her sail plan, and be reasonably nimble around the marks. 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.

The other objective is that the boat should look like her prototype when out on the water, giving us what the model airplane types call "stand off scale." The most distinctive feature of a J boat, other than their lovely long lines, is the "double headed" rig with jib overlapping the staysail. Luckily, one of our members, Andrew Charters, has figured out a way to control an overlapping rig with radio, and has demonstrated this in his exceptional 6-foot sailing model of "Bluenose." I've adapted his system to the smaller boat and with a little luck she'll look just like a J out there on the pond.

Part 2 next month.

Earl Boebert Historian, U.S. Vintage Model Yacht Group
Visit our Web page at <http://www.swcp.com/usvmyg>

ALL THE BEST FOR
2002



THE SUB SUBJECT

To builders/owners/drivers of sub models, this has to be **the** FAQ of all FAQ's, from the public and fellow modelers alike: "Don't you worry about losing your boat, and how do you know where 'it' is?" Such can be answered with a qualified "no," with riders. Such riders can then extend or fill out the potential conversation.

Fact is that in my eight-plus years' run of building and operating sub models, I've yet to lose a first one. Still, as reported in columns past, I've twice come as close as the reputed relationship between "damn" and swearing. On both major and some less panicky occasions, IT WAS MY OWN (avoidable) FAULT. Had I followed the steps and rules to follow, IT WOULD NOT HAVE HAPPENED.

Toward the safe operation of sub and, partly, surface models, regrets and heartaches may be avoided if a relatively easy but multi-phased routine is cultured to the second-nature level. Such routine categorizes under two main headings, and then, under both headings, splits up again. Schematically, it looks about like this:

Precautions / prevention	
Model	Venue
Ante-launch	before patrol

Rescue facilitation	
Built-in	External
SubSafe	Divers
Buoys	Vessels

Under the ante-launch precautions, I list these commandments – insulting, perhaps, but often overlooked by the most experienced among modelers:

1. Make sure TX, RX and /or power batteries are **fully** charged (Use Volt meter if uncertain).
2. Test the operational status of all channels, i.e. bow planes, rudders, stern planes, ballast tank, forward-reverse (shaft free of fishing line/dried weeds?) And, if so equipped, the SubSafe.
3. Check all linkages – making sure the pins of the clevises are "home," and that all control surfaces as well as the screw and ballast tank valves operate freely.
4. Assure that the on-board gas tank is fully charged. To that end, use a tire gauge.
5. Tighten (if so equipped) the pressure hull's hatch(es), i.e. one for the battery jack(s) and one for the on-off switch(es).
6. If so equipped, use a bicycle pump to put a couple of lbs. of pressure into the pressure hull.
7. Where the model has a hull split into a lower and upper half, make sure that the attaching screw(s) or clip(s) are positively secured – no separation later.

Time has then arrived to launch the boat, but not to take it out on an intended patrol. Before that, do this:

8. Float the model to make sure it rides at its (normal) waterline.
9. With the sub in the water, at your feet, execute a diving-surfacing cycle. All of this while looking out for tell tale bubbles.
10. Run the model out in the shallows along the shore to test the (then-prevailing) range between TX and RX, and let it run as far as you intend to go during the patrol to come.

It's advisable to have a (written) checklist on hand. I keep one with 17 entries for my boomer (USS Miami SSBN 728). The extra seven cover preparing/testing the four Trident missiles, and the two umbilicals between the hull's lower and upper half.

Time has come now to deal with the venue, i.e. the waters to be patrolled, and the prevailing weather conditions. Bare in mind that the foregoing 10 commandments can change in both number and importance, depending on where you propose to operate.

- Familiarize yourself with new waters. What's the depth, and are there any obstacles such as tree trunks, plant growth or rocks?
- Find a lake with clear water, and a light, sandy bottom.
- You can't engineer the weather but a windless day with a high (light) overcast is the ticket. If you must go on a bright-bright day, keep the sun behind you.
- Try for a lake with docks/fingers and/or an onshore vantage point. Difficult to find? I know of three: Thetis, Cultus and Sproat.



- Do not go out on your own, unless you're a swimmer or a diver. Alternatively, it's nice (and can be fun) if there are people (kids too) swimming. But nothing beats a snorkler or SCUBA diver in the entourage, and
- having an inflatable or dinghy at hand brings it all to the borders of Utopia.

Okay. You've worked through the ante- and post-launch checklist, and entrusted the model to perfect waters, on an ideal day, but what if in spite of all such prudence the model fails to resurface, and you haven't got the foggiest as to exactly where it's playing possum? Well, the model sub should have built-in or attached safety features—simple ones for simple models; more sophisticated ones for larger and more loony-intensive ones. These are samples that I either use or know about:

- Use paint or (sometimes temporary) reflective tape to improve visibility—even under adverse conditions. The white hatch on my "little" 1:125-scale Miami is an example. Totally effective at Harrison's Pond.
- In ballasted models, put a "man-in-between" SubSafe or equivalent in the ballast tank channel. Such a Lost Pulse Detector will "blow" the tank within five to seven seconds of TX signal interruption. (See "2." of the 10 commandments.)
- Equip the model with a bright-coloured safety buoy that can be released by any of these means: a water soluble agent (e.g. a lump of sugar or an Aspirin tablet), a mechanical or electronic timer, or via radio signal—preferably a second one, independent of the one used to operate the boat.
- On-board lights, e.g. a RAM strobe, can also add to ease of retrieval.

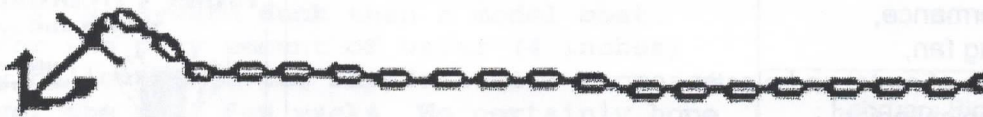
In my own fleet, both of the ballasted models have a SubSafe, and the Boomer (67" l.o.a. \$3,000 USS Florida SSBN 728) has an oft-modified bright-red buoy on a reeled, 30' line (Courtesy of Rosemary Allen) which, upon release by means of a two-channel, 27 MHz. Futaba, makes a loud "Whooper" noise, courtesy of the RAM people. I have a RAM strobe and its board in stock, and likely as not I'll get that into the buoy as well. The belt and suspenders theory is alive and well in my electric boat shipyard.

In closing, I don't want to come on too strong. Still, if most of the somewhat model-specific rules and recommendations are followed, a model sub is no more likely to end up with Davy Jones than any other boat operated on a pond or lake. "But," I hear some of you readers cry, "if I have to do all that, I'll just stay away from subs". My answer? "Wrong". After a while, second nature sets in, and you may spend 10 or so minutes—the same that should be spent for preparing/launching surface models. Most of the other points are simply common sense. The way, however, that Voltaire had it: 'Common sense is not that common.' So be it. Quebecois would say: 'Ainsi soit il.'

Next month, the "Sub Subject" will cover SCALE. A quite subjective and very gray area in modeling, along the lines of "How high is up," and "Blondes or brunettes?"

Romanus Unicum

—30-30-30—



DOUBLE SIDED TAPE:

I just checked out the stuff I got from Island Blueprint. Seems to be the same stuff, only made by 3M. The sales clerk told me it gets stronger with age and 3M isn't making it anymore, so when it's gone, it's gone!. Large roll was \$13.84 - 1 width, 12mm (which was what I got from the sail shop.

Ron Hillsden

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Subject: Decoding Mabuchi Motor Part Numbers

Following is adapted from a tech tip from E.A Electronics on their website at <http://www.eaelec.com>

The subject is how to decode manufacturer part numbers for the popular brand of Mabuchi hobby motors.

The full coding system consists of the following groups of letters and numbers; AA-NNNAA-NN(N)NN

Where A is an alphabetic character and N is a numeric character.
e.g. RS-540RH-7522

First letter gives the motor shape; R = round, F = flat, S = Square.
Second letter gives the brush construction; E, A & U are stamped metallic brushes, F & O are stamped forked metallic brushes, C, K, H, S, & T are carbon brushes.

First number is the code for the armature diameter. Bigger the number, the larger the armature.

Second number is the code number for the magnet size or case length

Third number is the code for the number of poles;

- 0 = 3 poles,
- 5 = 5 poles
- 3 = 12 poles.

Next letter is the magnet type; R & C are segmented isotropic magnets
T & Y are ring isotropic magnets,
S, P & V are anisotropic magnets,
C = synthetic rubber magnets.

Next letter is used to specify various options;

- A = standard end cap (plastic),
- B = variation of standard end cap,
- D = special performance,
- F = built-in cooling fan,
- H = end bell made of metal and plastic,
- M = lower mechanical noise,
- Y = armature with special winding.

Next 2 numbers give the diameter of armature wire in millimeters and the last two or three numbers give the number of turns.

Again, as an example, Mabuchi Motor RS-540RH-7522 has a round can (R), carbon brushes (S), 3 poles (0), segmented isotropic magnets (R) and end bell made of metal and plastic (H). Finally, the armature is wound with

.75mm wire (75) for 22 turns (22)

R.H.

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