

The Binnacle

<http://members.shaw.ca/vmss>

Victoria Model Shipbuilding Society
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ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

FEB 5-7 — CanWest Mall Hobby Show

FEB 12 — General Meeting

March 11 — General Meeting

April ? - Opening Sail Event

April 30 – May 2 Western Ship Model Conference & Exhibit
Long Beach, Calif.

May 2 Opening Power Event * Battle of the Atlantic Sunday

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

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

*Remember
DUES ARE
DUE!*

CanWest Mall Hobby Show

The CanWest show is Thursday 5 Feb to Sat 7 Feb inclusive. Derek Woollard is coordinating and members are urged to sign up to help with several hours duty at the show and to bring their boat. Derek will have sign up sheets at our Jan Meeting.

Set up will be on Thurs AM at 0730 for the pool. Boats will be accepted from 0800 on Thurs, preferable as soon after 0800 as convenient.

Questions: Derek 658-1150



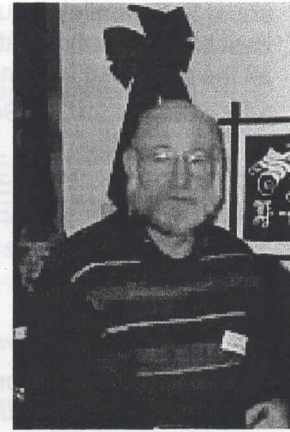
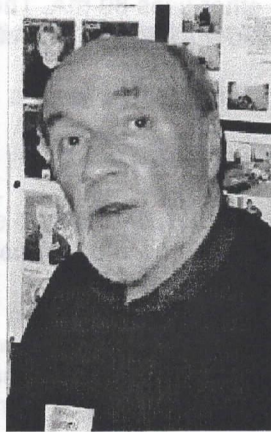
From the Bridge

Welcome to the 2004 season and we start off with winter sailing at both the Pond and Beaver Lake, weather permitting. I am into a new building program as are many of you. I urge all to continue their participation in Club events this year and be sure to sign up to bring your boat or boats as well as help man our display for the first and one of our largest shows of the year, the CanWest Mall Show 5 to 7 Feb.

I would also ask members to make it known to the Executive what they would like in the way of events at meetings this year. The Executive will continue to do their best but welcome input from the membership at large.

Ken Scotten, President

Some Christmas Party Pictures Compliments Jack Ross



The Binnacle this year

This year your Binnacle has two editors, an arrangement we hope will allow us to contribute to this group while pursuing other interests and also relieving our wives of some of the production duties. We will work closely together, and you can talk to either of us about any Binnacle matter—we do talk to each other!

Ron and Ken (and Lois and Julie)

Lighting for Models * Incandescent Bulbs

Incandescent bulbs are the type that produce light by passing electrical current to heat a thin filament causing it to give off heat and light. They are very common and would include the bulbs in your house and grain of wheat bulbs.

On the positive side, they are inexpensive, small, easily obtained, easy to wire, and the light from them shines out in all directions so a small bulb can light a large interior space. However, they have a limited lifetime and they produce heat.

All bulbs have two important ratings you need to know—their voltage and current. Higher ratings mean brighter lights and more heat, and require more power. Try not to use a bigger bulb than what you need to do the job.

Incandescent bulbs can be wired in two different configurations, series or parallel.

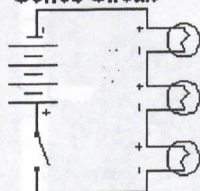
In the series circuit the bulbs are all wired in a continuous chain. The bulbs may all be of different voltages so long as the total voltage ratings of all the bulbs added together is equal to the voltage of your power supply. Design the circuit so the power supply

voltage and the total bulb voltages are as close to each other as possible. If the power supply voltage is higher than the bulbs, it will burn them out prematurely; if the power supply is lower, they will glow too dim. In a series circuit the bulbs must have the same current rating because the same amount of current flows through all bulbs. If they do not, the higher rated bulbs would cause too much current to flow through the lower rated bulbs causing them to burn out very quickly.

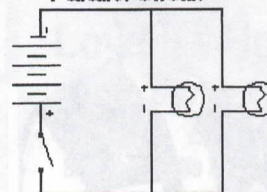
For example, if you wanted to light a model with 3 bulbs in series, 2 rated at 6V and the third at 12V and all three rated at 80 mA (remember, current must be equal in series!) then you would need a 24V DC power supply rated at no less than 80 mA. *The basic rule of thumb for a series circuit is: the voltage of the power supply must equal the sum of all the voltage drops across the bulbs while the current rating of the power supply must be no less than the total current demanded by the circuit.* A major disadvantage of a series circuit is that if one bulb burns out current can no longer flow through any of the circuit and nothing will light anymore until the faulty component is replaced.

In the Parallel circuit one side of every bulb goes to the power switch and the other side goes back to the power source. Each bulb has the same voltage dropped across it, which is going to be the same as the power supply voltage. If the bulbs are higher than the power supply, they will glow dimly; if they are lower, they will burn out quickly. Additionally, in a parallel circuit each separate path across the batteries can allow a different amount of current flow. You need to be sure your power supply can provide a minimum current equal to the sum of the currents flowing through all of the bulbs. For example, let's say that you want to use two 6V bulbs and the power supply is also a 6V (remember they must be equal in a parallel circuit). One bulb draws 50 mA and the other uses 80 mA. Then the power supply you use must be capable of supplying at least 130 mA. (50 mA + 80 mA = 130 mA) The beauty of this circuit is that if one bulb burns out all the rest keep burning.

Series Circuit



Parallel Circuit



If you don't want to worry about the inconveniences of burned out bulbs, then maybe LED's are the choice for you! We'll talk about them next month!

2004 Executive

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Show Coordinator	Derek Woollard	658-1150

THE SUB SUBJECT

Introduction

Another year: another 12 "Sub Subjects" to write in, (it is hoped) a wink-and-a-shrug style but somewhat seminal all the same.

The plan, this year, as mentioned in December, is to conduct and report several interviews with sub modelers, one plan drafter, and individuals retired from stints as well as careers in the Silent Service. That will take care of five or six (not necessarily consecutive) months, and circa mid-year, an up-dated index will be offered.

For this issue, we stay close to home. Closest on the radar screen was J.R.Plummer's blip--widely known as "Jack," in V. M.S.S. circles and beyond. Two reasons:

- Jack is both a prolific and versatile modeler and, model sub venture reaches back to the mid-'80s.
- his "But, to me, so far, the challenge is that of most cub reporters, i.e. what questions to ask? Let's hope that, not unlike Jack's merlot wine, time/age will be a benefit. The results of the initial stab taken follow.

Romanus: (Just "R" below)

"What, Jack, between steam, sail, patrol craft, sundry other skimmers and Navy ships sucked you into subs?"

Jack: ("J": below)

Curiosity did it! Back then I was a member of the Hamilton-Wentworth club, and I'd found this neat little bay off the Niagara River--a hop skip' n' a jump upstream from the Falls. What a place! Clear, quiet, cozy. . . and then, in a hobby shop I'd been eyeing the Krick kit of U25. The more shelf dust it gathered, the more it intrigued me. Some \$130 later, I took it home. "The kit wasn't meant for greenhorns. Bread and butter hull, you know. Had to laminate the boards first, then shape and contour the hull according to the included plans and templates."

R. (Lifting a first glass of merlot) "Was it a good model?"

J. "Yes and no. The darn thing wouldn't dive, and her pressure hull's lid wasn't any too watertight. Too narrow a crutch for an adequate seal, and the lid wasn't transparent, so I never knew where the water came in. A bit of a bugger, really. More wine?"

R. (Nodding a ferocious "yes.") "And the good points?"

J. (Pouring wine with a steady hand.) "For one thing, as a dynamic diver, it was technically simple, and her extruded or cast plastic superstructure was both very light and very strong. It stood up well. Then, after about 10 years, as you know, I gave her a major refit. More battery power. . . a new (transparent) lid. . ."

R. (Accepting more merlot.)

"And then you sold it . . . a gift, really, at \$350?"

J. "Shelf space, you know. And I wanted to build the Victoria/Upholder model."

R. (Reaching out empty glass,) "Why Victoria? To spite the RCN or something?"

J. "No. Not really. But I like it 'cause it's a 'local' boat--same reason that made me build the Calgary frigate."

R. (Waving another empty.) "And again you built a dynamic diver. Why?"

J. "After U-25, I had a bit of a handle on that system of submergence. No ballast tank to worry about, no gas to use. . . and much faster and less expensive to build. Also, dynamics surface when stopped. Less to worry about--somewhat less anyway."

R. "I'm always amazed, Jack, that so few local modelers seem drawn to subs. How come that now?"

J. (Thinking his best thoughts and sipping.) "Couple or more things, I'd say. For one the likes of you and Len [Gibbs] in-

timidate more than encourage would-be modelers. You've got ballast tanks, sonar's, pumps: you launch missiles, release torpedoes... you scare 'em off."

R. "Tough. It was supposed to work the opposite other way 'round. But, hey, we'll live with it. "And your next submarine plans, Jack?"

J. "Too much on my plate to think about that now. A brig on the ways. . . Coast Guard job in the planning stage.... another sub's a year out, at least."

R. "Last question: Any advice for someone thinking of going for a first model sub?"

J. "Sure have. Couple of things. First, keep it simple. Go dynamic and save money on the fancier electronics. Next, don't pick a complicated prototype. Pick a nuke. Last, upon completion, don't give up during the often exasperating trimming trials. Add foam. Add lead. Take out foam: take out lead. Shift ballast or foam back and forth, and so on and on. You'll learn. You won't regret it."

R. (Glass raised.)

"I'll drink to that, Jack."

Romanus Unicum

Sudbury Modelled

Modified Matchbox/Revell Flower Class Corvette model of Island Tugs' famous rescue and salvage ship SS Sudbury



Someone has finally done it—I had it on my future projects list—made a model of the Sudbury 1. The modeller is George Peat of Midlothian Scotland. George purchased drawings and photos from the Vancouver Maritime Museum. His story of how he built this model is on the Flower Class Corvette web site at:
www.cbrnp.com/RNP/flower/MODELS/Sudbury/Sudbury.htm

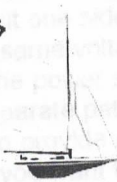
An internet Tip to try.....

I rigged a retractable pin under one of the foredeck bitts. When I throw full rudder, plus full trim, the pin retracts flush with the deck. This allows me to moor the model with a loop of line passed through the bow chock. I can then release the line remotely to get underway!

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