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July 2001 Volume 23, Issue 7

The Binnacle

Victoria Model Shipbuilding Society
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Dates to Remember

COWICHAN BAY FEST

Early Saturday morning, Lori & I packed the car trunk with a fleet of eleven Bandit Boats, Pillar Buoys, tool box, and other paraphernalia including balloons and then filled the back seat and floor boards with three models, extra jackets, and straw hats and drove to the Cowichan Bay cut off. Half way to the bay, I was distracted by a sign post that portrayed a ships helm and an arrow pointing south at a crucial intersection of highway. We drove on only to stop a farm house to obtain directions from a local resident and discovered that we made a wrong turn. When we finally arrived at the "Bay" a myriad of local people were busy along the wharf lined shore preparing what appeared to be display stands and erecting other non-descriptive items that we later discovered to be a host of ingeniously constructed water craft of various design. Half way along the water front road, a forlorn looking couple in the form of Rosemary & Doug, were waiting patiently at the roadside to direct us down to the area of a hastily constructed, but large boat pond made of 2X12's and tarpaulin. I must admit that parking in the immediate area was of short supply and by eleven o'clock, visitors were walking down from a half mile or more away from the center.

As it happened, the area we were assigned to overlooked a group of floating homes and a scenic view of the harbour. The weather could not have been better and we were in sunshine throughout the day. Shortly after the pond was filled by a very efficient crew of men, a small crowd of families gathered around our display tables taking a keen interest in the twenty odd models on show. At ten-thirty we were able to get the proceedings underway with displays of individual seaman ship by Nels, John, Paul, Ed, Jack & Bob. My own efforts to sail were thwarted by electronic problems and an abrupt sinking. Incidentally, I was not the only one lost in my determination to get there as Paul showed up some two hours later after have toured the back roads of Duncan and Cobble Hill.

Needless to say, directional signage was at a premium. However, in all fairness, the crowds of people we estimated to be in the thousands and we appeared to be one of the most popular destinations for families wishing to entertain their children. The line ups of kids waiting for the balloon busting competition were constant and I must admit by the end of the day I was totally exhausted repairing and preparing boats for the events. All the kids received jelly bean packages and paddle boats as prizes which were donated by the events chairperson.

All in all, the days activities produced much in the way of compliments for the manner in which our attendant members mingled and dialogued with the onlookers who showed a keen interest in our hobby. Many personal thanks to those who participated. jrp

Next Meeting August 9 2001
Westview Gospel Chapel
313 Brunswick

Jul 8, Strawberry Festival, Beaver Lake

Jul 12, Regular Meeting "All About Sailing"

July 21, Field Trip CFB Esquimalt and Naval Museum

Jul 22, Powell Cup Event 6

Aug 9, Regular Meeting "Meet famous Author and ship historian Robert Turner"

Sept 1, 2, 3 SAANICH FAIR
Public display and Model Boat Show

Sept TBA, Swap N Shop

Sept 13, Regular Meeting "Arrival of the Upholders" a talk by members of the Submariners Assn. of Canada on our newest submarines.

Sept 29/30 "Victoria Underwater Weekend" for model submarines.

Oct TBA VMSS Tugatta

Oct 11, Regular Meeting

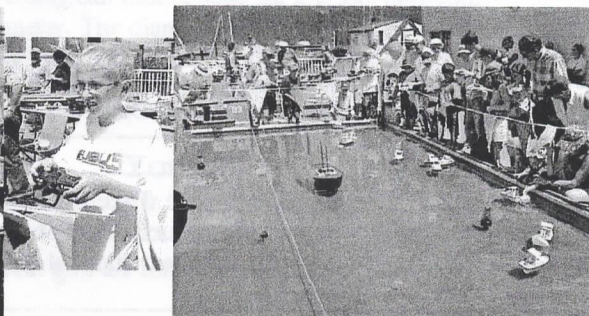
Nov 8, Annual General Meeting

Dec 13, Xmas Social

TBA Field Trip CFB Esquimalt "Fleet Diving Unit"

TBA Field Trip SeaSpan

April Binnacle Deadline July 29



Inside

2. Minutes, Flower Class kit, tip
3. From the Bridge, Reno R1, Tug Shapes, new Media Staff
4. Sub Subject—Trim
5. Powell Cup, HMCS Calgary, Classified
6. CCGS Wilfrid Laurier

VMSS GENERAL MEETING JUNE 14th, 2001

New Members -None

Guests- Mark Giles from B.C. Shaver Shop

Reports:

Jack Plummer: We raised \$485.00 for Mrs Walton from the yard sale June 9th and \$555.00 from the Bill Huckin's estate sale. Thanks to all who helped out.

We are moving to our new hall as of July 12th/01, see map in the Binnacle for directions. Our Library will be stored at the secretary's place until we can find a suitable place for it.

We are looking for a new Binnacle editor and web site person, anyone interested see Jack Plummer or Ron Hillsden. Ron has done a fantastic job on both for a long time and its time for a change, he is willing to carry on until the end of this year and train a replacement. Thanks Ron for all that you and Julie have done for this club.

Paul Jordan: Our ship display at SAIBR-FEST was a great success our pond display was a bit of a wash out due to the weather and poor organisation on there part. Anyone with boats at the Sydney Museum should pick them up by June 23rd. We have a new brochure and would like to print up 500 copies, input as to how it could be changed or improved see Paul.

Derek Woollard: Gave a financial report and it seems we are in the black for the first time in a while.

Mike Gibson: Proposed a trophy be given in Bill Huckin's name, a discussion followed and many ideas and names of other suitable members where exchanged. The result was to look into the matter more.

Dave Powell: Gave us an update on the Powell Cup events and things are really taking off. See the Binnacle for the latest results.

Doug Allen: updated us on the Cowichan Bay Exhibition, We have 7 tables and a pool to use. Time June 23rd/01 10am-3pm.

Entertainment for the night was Tips and Tools.....

Thanks to Dave Powell, Mike Gibson, Mark Giles and John Gough for all the ideas!

And to Rob Woodward for bringing his hot new I meter sailboat called Flat Out, Rob it looks fast just sitting there.
JM.

2001 Executive

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Vice-Pres:	Paul Jordan	388-7929
Secretary:	John McHutchion	480-4048
Treasurer:	Derek Woollard	658 1150
Directors:	Scott Ringrose	744-3048
	Mike Gibson	474-6539
	Mike Hill	384-4024

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Regattas	Scott Ringrose Mike Hill	744-3048 384-4024
Show Coordinator	Derek Woollard	658-1150
Publicity	Ron Armstrong	391-0101
Binnacle Circulation	Bill Birch	592-6456
Binnacle Editor	Ron Hillsden	479-5760
Website	Ron Hillsden	479-5760

Review—Revell 1/72 Flower Class Corvette

A lot of us had experience with the Matchbox Flower Class kit. It is a good subject to convert to radio control. An excellent sailor, lots of room, but the detail was pretty poor. It took a lot of scratch building and kit bashing to get a fine model.

Revell Germany has just re-released the 1/72 corvette kit. The two kits are from the same molds. Oddly enough, the new Revell offering can be built as either HMCS Snowberry or USS Saucy. The older Matchbox version of the kit also included an option to build the HMS Bluebell. I don't know why the folks at R-G decided to drop the British version. Also, the nice colour booklet is not included.

Any one considering doing this kit should take a look at Dave Parkins set of upgrades.

<http://www.djparkins.clara.net/gls/gls mast.htm> He sells a series of "kits" each designed to upgrade a different portion of the basic kit. Some can be used alone, others work in conjunction with each other. The set as a whole is quite expensive, but replaces about 90% of the original kit - just about everything from the hull up!!

They are all extensive brass, white metal and resin and some, consist of several hundred parts; i.e. the 4 in gun which includes the base and spare shells has 290 parts. With these upgrades, it should be possible to turn out a museum quality model.

The good news is that the price is lower than the old Matchbox kit! Don't see that to often anymore....

A small filing "bench" to use when filing shapes in sheet metal or styrene. Take a piece of thin plywood - say 4mm x 4" x 8" and nail and glue supports underneath from 2" x 1" so that your working surface sits about 2" off the bench surface. Drill a hole in the plywood to just clear the width of your file. You can then file the sheet material and get maximum support on the downward strokes. If the file bites into the wood, just drill another hole.



FROM THE BRIDGE

"It does my heart proud to see all these Reno's" was overheard from expert R/C sailboat designer and builder, Ken Lockley, at the start of a recent "Powell Cup" sailing event at Beaver Lake. For someone who remembers when the VMSS had large fleets of R/C sailboats and hosted major Regattas, it's been disappointing to see regular participation declining to a handful of stalwarts.

However, this is all beginning to change as one of this year's goals for your Executive Committee has been to encourage sailing events that will attract members of any level of experience. The "Powell Cup" has been very successful in bringing together beginners and experts alike to join in the fun of some light hearted competition. Members have readily "pooled" their sailboats so even those who don't own one can join in the fun. Even members who have never sailed before are finding out that R/C Sailing is challenging, exciting and not difficult to master, and there's no shortage of expert sailors on hand in the Club to help beginners.

Our own "home grown" RENO class is fast emerging as a club "standard" and many VMSS members are discovering that this beautifully designed "trainer" is responsive yet forgiving in the hands of a beginner and sufficiently lively to provide loads of excitement for even the most experienced racing skippers. Full size plans are available from it's designer, VMSS member Ken Lockley (\$20.00 for members), who willingly provides advice for new builders. With material costs of well under \$100.00, this inexpensive, easy to build and versatile performer makes it THE ideal Club sailboat for recreational sailors and "serious" racers alike, especially since it fits easily into the back of a compact car!

At 1 meter, The "RENO" is a perfect trainer for those wishing to progress to the "INTERNATIONAL 1 METER" Class which is just about the "hottest" International racing class today and enjoys tremendous popularity throughout the world. The Canadian Championships will be held in Vancouver this Fall, and Rob Woodward (himself a Canadian racing Champion) is busy preparing a contender to compete in this event. We hope to create a viable racing fleet so top level skippers can once again train in our Club and represent us in International events.

The future looks good for sailing in the VMSS and our thanks go to Lois and Ken for "R1", to the 'Powell Cup Navigation Board' (Ken, Lois and Chris Lockley, "Treasurer" Derek, David Powell and PJ) and to Rob Woodward for his effort to plug us into the latest generation of competitive racing. We hope all these efforts will stimulate renewed interest and participation in sailing, and bring an added dimension of enjoyment to many Club members, present and future.

"Jack"

Learn to sail aboard RENO "R1"

As part of the Club's initiative to revitalize our sailing activities and make R/C yachting accessible to ALL members of our Club, Lois and Ken Lockley have kindly made available a beautiful, fully equipped "RENO" sailboat which is to be used to promote sailing in the Club. In case you don't know, the "RENO" is a totally home grown in Victoria sailboat class designed by Ken. This type of sailboat is a delight to sail as it's fast and responsive in the hands of an expert, yet very forgiving in the hands of a beginner. These vice-free characteristics, coupled with it's inexpensive and uncomplicated construction, is fast making the "Reno" the sailboat of choice for many VMSS skippers. "R1" was the first prototype hull that Ken built so it has a very significant historical place. She will be used to teach members how to sail, be available to members to practice and develop their sailing skills and also permit members who do not own sailboats to join in competitive activities such as the "Powell Cup" and a series of RENO Racing which is being planned. Sailing lessons on "R1" will be available to any Club Member (especially beginners) and we are also planning a series of informal racing instruction classes with our "champion" racer, Rob Woodward.

Our focus this month will be on 'SAILING' and our July Regular Club meeting is entitled "All About Sailing". If you've never run an R/C sailboat, this month is your opportunity to do so but beware...it CAN become addictive!

On behalf of the VMSS we'd like to thank Lois and Ken Lockley most sincerely for the use of "R1" which is already proving a very effective "trainer" and has already chalked up two "graduate" sailing students in the Club who had never previously operated an R/C sailboat. Paul Jordan

The shapes tugs exhibit are:

- a ball in the fore part of the vessel when at anchor.
- a diamond from the mast where it can best be seen if the tow exceeds 200 meters in length.
- a ball - diamond - ball in a vertical line where it can best be seen for a vessel restricted in its ability to maneuver.
- three balls in a vertical line where they can best be seen for a vessel aground.

The balls are .6 meters in diameter. The diamond is .6 meters in diameter X 1.2 meters in height. The spacing between shapes in a group is 1.5 meters. In a tug less than 20 meters long, shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.

Your New Media Staff

Please welcome Rick Libbey as your new Binnacle editor, and Dennis Walker as your new webmaster.

I will be handing over the helm to the media shop over the next couple of months.

Julie and I would like to thank you all for your support during our turn at this task - especially Bill - Ron



The Sub Subject—Trim

Although it looks as if the topics supply for this column is inexhaustible, questions and bemused facial expressions are used to justify another stab at TRIMMING MODEL SUBS. Stab one was delivered in the July 1998 Binnacle.

No matter how carefully and well-built a sub model may be, if it isn't finely trimmed it will either respond poorly to TX signals, or handle like a rhino. It may not even submerge. Worse: it may not resurface.

Surface models, as a rule, are easier to trim/ballast than subs. As long as they ride on an even keel, at their waterline, and as long as their bows neither dig in nor go for space exploration under speed, all is about as well as it should be--or as it is likely to get. But not so with subs.

Any true submarine, in addition to a surface vessel's centre of gravity (i.e. balance) also sports a centre of rotation (like 747s and their ilk) plus, get this: a centre of flotation, or C.O.F. That latter centre may be visualized as a point or longitudinal line somewhere between the keel and the superstructure's high point(s). Seldom, if ever, does the C.O.F. coincide with a "half-way" mark. Further, it generally lies lower than mid-point, and below the (surfaced) waterline. At the C.O.F., half of the model's wet weight lies lower; the other half higher.

Trimming of a sub model may be approached scientifically with engineering calculations that take out some of the guess work. Most often, though, trial and error is the answer. Frustrating? Yes. But also rewarding.

Provided that common sense and a feel or eye for balance were in attendance during the building phase, trimming will be easier--long as some basics and goals are kept in focus. With lead for ballast, blue or pink Styrofoam for flotation and, model size permitting, a bathtub or larger test tank on stand-by, aim to harmonize these often feuding phases:

1. On-board gas tank full, ballast tank empty, get the model to float on its desired waterline.
 - If she rides too high, increase the lead, or reduce the foam. (There should not be much foam down below except, at times, to achieve an even keel.
 - If bow or stern ride too high or low, shift lead or foam front to back, or vice versa. If there's no space . . . start to look for some. Minute quantities of either material can yield dramatic changes.
2. With both on-board gas and ballast tanks full, get the model to move down gently below the surface.
 - It should NOT thunk down to the bottom; it should hover more or less, since its submerged weight should nearly equal that of the water it displaces--similar to the deadheads out in the drink.

While a ways into "2." it may be necessary to undo some of the great result of "1." That is a point at which the existence and effects of the C.O.F. must be remembered. Shifting foam may often do the trick. But first: ascertain that trapped air (air bubbles in the superstructure or under the deck) is not playing possum.

Another possible fly in the pomade--a dreadful one--is an inadequate ballast tank. Reducing its volume isn't too hassle some, but enlarging it? Just think of Wile E. Coyote's lament: "Back to the drawing board." On that score, though, note that in-advance size calculations don't call for much more than grade-school science. Do this:

Weigh (as best as possible) the model's part above the waterline; know the ballast tank's i.d.; calculate the surface of the diameter/bulkhead; know that one L of water weighs one K; add a 15-20 per cent margin, and calculate the cylinder's (make it a cylinder) length accordingly.

But bear in mind that an inside-the-ballast-tank gas tank is used, it too takes up volume. Yet, that's where it should be, because in that spot depletion of gas will have the least effect on the model's centre of gravity and rotation.

Always remember that sub models, emulating prototypes, should have low centers of gravity--lead in their belly. That is why, unlike surface craft, subs lean into (not away from) turns' directions. Lead ballast should be in the bilges or, if so designed, in the keel, while foam (which lifts its own weight 31.5 times in water) belongs at or above the waterline.

To illustrate the surfaced vs. submerged quirks: I recently made weight-shifting modifications to my Trident-launching Florida. On her first time back into the garden pond, the bow sat low while surfaced, but high once underwater. By reducing foam in the upper hull and shifting it to low in the bow, her behaviour once more approaches what it used to be.

Back again to that C.O.F.: Think of the model's hull as a layered sandwich. Bread, meat, cheese, lettuce. All have varying atomic weight. Light, heavy, in between. So it does make sense that, in models, compensating lead and foam are the appointed equalizers.

Once delicately trimmed, the model should slip under easily (bow slightly down), and surface at the merest "blip" on the stick--bow slightly up. That makes for easy, fun driving. Be prepared, though, that even the best trimmed sub is not necessarily hyper responsive to rudder commands, and that the water's prevailing ambient temperature and contemporary aeration have bearing on how well the model shows command response during a new patrol.

Next month, I take a first-time leave from the "Sub Subject." Len Gibbs has agreed to fill this space with an how-to on static/museum sub building.



Powell Cup Standings

Here are the latest Powell cup standings, in descending order as of June 24th Event No 5 this represents the halfway mark :-

Dave Powell	114	Mike Hill	39
Lois Lockley	104	Bob Smith	36
Paul Jordan	100	Ryan Hull	29
Don Mills	98	Robbie Woodward (Jr)	23
Ken Lockley	98	Len Thomas	19
Rick Libby	95	Ron Armstrong	18
Fred Schnipper	91	Ashley Hill	10
Bob Rainsford	90	Mark Giles	10
Dave Denton	89	Sean Hill	10
Derek Woollard	60	Justin Hill	9
Dave Seager	43	Jack Plummer	7
Rob Woodward	40		

The weather was fine but overcast winds fresh, attendance was good, a good time was had by all. As we all know Strawberry fest will be held on the same day the next event was scheduled, so we delayed No 6 two weeks and added one to the end, however you are all more than welcome to bring your boats to the strawberry fest, when we will have an informal chase around the buoys for those interested (put on a bit of a display, and add a bit of colour with our sails)

Day Trip—HMCS Calgary

On Monday, June 25th, Romain Klaasen and Ed Boddaert joined the assorted crowd for a day on the frigate HMCS Calgary. The weather was perfect, blue sky, scattered cloud and light breeze.

The lines were slipped at 10:00 and we headed into the Strait of Juan de Fuca. We were free to roam the ship until lunch. First up was a demonstration of high speed handling. The Calgary was brought up to 26 knots, about 85% of top speed and put through a series of turns described to me as "a Williamson maneuver". The ship heeled 15 degrees at each turn.

We rendezvoused with a sister ship, HMCS Ottawa, for a SAS (Supply at Sea) exercise. The ships took turns coming alongside, seemed about 50 yards apart, at which point a line would be spanned between them for the transfer of supplies and personnel. Line stringing and transfer were not performed today.

A barbecued lunch was served on the flight deck aft. The entertainment was provided by a Sea King helicopter that demonstrated hovering 40 feet above the water and lowering a sonar microphone to detect submarines, lowering the rescue cage and dropping a marker smoke flare.

After lunch the visitors were escorted to various parts of the ship for detailed explanations of fire fighting, weapons control, bridge activity etc. For those of us who remember the ships of the fifties and earlier, this was a great eye-opener into the modern technology that has taken over in ship operation. No longer squinting through the "bulls eye" sight of the Bofors or Oerlikon the computer will do it for you! No ringing telegraphs, the computer operator in the engine control room receives the bridge order on his screen, taps the keys and the engines respond.

Back alongside we secured at 1500 and another informed crowd disembarked having had a "peek" into a day in the life of one of our fleet.—Ed. B.

Classified

Liz Day 474-0151 has the following for sale (husband Ralph Day, our member, passed away recently):

- 40" "MR. DARBY" Dumas Tugboat kit - includes motor/propeller upgrade and all accessories. \$450.00
- 50 " SEABEX ONE" KIT - complete with all power accessories including motors, speed controllers. This model is a replica of a German Scientific vessel equipped with moveable crane and thru' hull submersible. \$600.00

S. Magee 721-1312, has 2 static models:

- USS Constitution, linen sails
- King of the Mississippi' side-wheeler

Tim Johnson 388-3583 has:

Star 45 Sand Grouper, built by Dave Powell, complete and ready to sail, includes radio



Visit to the Canadian Coast Guard Base, and CCGS Sir Wilfrid Laurier

June 23—VMSS member Ryan Hull and second Officer Peter Visser were our hosts. Second Officer Visser is in the back row 2nd from right. One of the benefits of living in Victoria is the abundance of maritime facilities available. The Coast Guard base and ships are here, but not many people get a good tour. Our members did, and really enjoyed it! They were treated like Royalty by the Coast Guard officers and found the tour very educational and entertaining!

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Ken Lockley

Design and Model

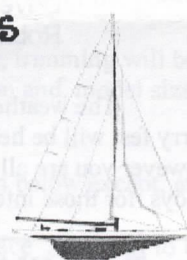
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