



# The Binnacle

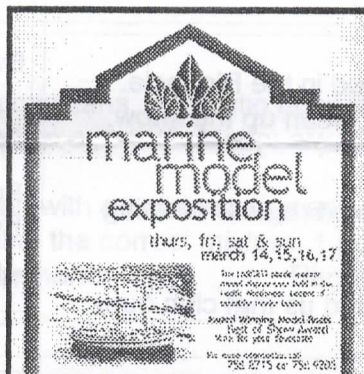
Victoria Model Shipbuilding Society  
4996 Georgia Park Terrace  
Victoria, B.C., V8Y 2B9



## Dates to Remember



HAPPY  
ST. PATRICK'S  
DAY



Country Club Centre, Nanaimo

Next Meeting **APRIL 11**  
Westview Gospel Chapel  
313 Brunswick

2002

**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 7:30 PM  
**Forming and casting.** Mark Giles  
of BC Shaver to give a practical  
demonstration of resin catin tech-  
niques using some of the latest  
material. Also vacu forming & any  
other plastics related subject.

### FUTURE FIELD TRIP

RCMP Patrol Vessel  
Depot at Nanaimo

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

APRIL Binnacle Deadline  
MARCH 31

### INSIDE:

1. From the Bridge. Up Coming
2. Secretary Report, Treasurer Report  
Obituary
3. Frequencies, Epoxy Resin,  
Sailing Schedule, Captin Tin
4. Sub Subject
5. Con't., Addendum
6. Profile, 4-Sale's

President Jack has picked up a nasty cold and asked me to stand in for him on this month's **"From the Bridge"**. PJ

Curator of the Sidney Museums says the VMSS display was a "huge hit" with visitors & wants us to consider a full display for "Sidney Days" later this year.

If you thought last year's VMSS display at the 2001 Canwest Hobby Show was impressive, you should have seen this years which, in addition to a huge 10' model of **HMCS "Bonaventure"**, displayed 84 models and the largest showing we have ever mounted. It was refreshing to see so many new models that have never been previously displayed, and also to welcome our good friends from the **Mid-Vancouver Island Marine Modelers** in Nanaimo.

"The Best Canwest Show I've seen" was the sentiment we heard most frequently during the event. Canwest officials are so thrilled with the positive response from the public they are considering expanding our space substantially next year, recognizing the VMSS Model display as a "star attraction" at the show. All this would not be possible without the organizational talent of Derek Woollard (Static Display) and Bob Rainsford (Pool Display) and the team of volunteers who helped staff the exhibit...another job well done! To all our VMSS Members and friends who provided such a magnificent array of ships and for willingly sharing your modeling talent and creativity with a very appreciative public audience, we say **"THANK YOU"**!

Shows are vital to the "public relations" of the VMSS and to attracting new members. We are already receiving calls from organizations to participate in community events this Summer and Fall which will provide lots of opportunity for us to "Strut our Stuff.." Please continue to support these events with your magnificent models so that we can continue to provide the high standard of new and eye-catching displays that the general public seems to enjoy (and appreciate) so much

VMSS REGULAR MEETING FEB14th/02

Introduction of new members and guests –

**Welcome New Member—Steve Durke**

Guests—Brian & Trevor Webster, Jerry Jadd, Mike Heron, Dave Peterson

Can West summary—This was the best show that the club has done in some time. A total of 72 models were displayed and we generated a lot of interest in our club.

Winners of all awards have been published in the Binnacle. Thanks to all who helped set up, run and clean up the show. Well Done All!

The Library will be set up in time for the next regular meeting (I hope)

Derek gave a financial report and reminded us that club dues are due now.

Paul talked about up coming shows and events, our first regatta will be: **Sunday May 15<sup>th</sup>** more details to follow.

Ed Boddaert gave us an up date on Harrison Pond

Ken Scotten has invited the club to try the bridge simulator he runs for the navy. Take place on **March 15<sup>th</sup>/02 10am-12pm.**

As our Friends from Sub Ass'n didn't show we had a Q&A session for entertainment. JM

**TREASURERS REPORT**

**CORRECTION:** The VMSS chequing account as of December 31st, 2001 was \$2,684.31 and NOT as reported in February's Binnacle.

**DUES:** There are still 22 members of VMSS who have not yet paid their dues for 2002. I should remind all members, that any member not fully paid up is not covered under the VMSS Insurance Policy.

The Binnacle will not be issued to any member in arrears after the March issue.

Thank you for your attention.  
Derek R. Woollard (Treasurer)

**2002 Executive**

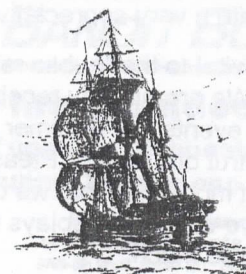
President:	Jack Plummer	592-2021
Vice-Pres:	Paul Jordan	388-7929
Secretary:	Tom Pound	595-6487
Treasurer/	Derek Woollard	658-1150
Director at Large	Mike Gibson	474-6539
Events &	Ken Scotten	472-6187
Sailing:	Rob Woodward	474-5912
Power	Scott Ringrose	744-3048
Regattas:	Mike Hill	384-4024
Newsletter:	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

**REMEMBER "VASA"  
AT THE CANWEST SHOW:**

**Bob Shearer** built this vessel which won "Public Choice Award" at our recent show at Canwest. We are deeply saddened with the recent death of Bob. This quiet man was extremely pleased with the success of his model at the show. His modeling skills will certainly be missed in future VMSS shows. Condolences to the family.



## To all members again.

Can I get anybody who has a sailboat, to give your Radio frequencies so it will enable me to sort out this mess we're in. Please call Rob W at 474-5912 or e-mail [robwoodward@shaw.ca](mailto:robwoodward@shaw.ca)

Here is the list I have at the moment and please note the underlined number is the primary used frequency

Rob Woodward <u>86</u> 82 84	Dave Seager <u>84</u>	Ken & Lois Lockley <u>70</u> <u>78</u> 90 86 66
Ken Scotten <u>62</u>	Ed Boddaert <u>86</u>	Robbie Woodward <u>88</u> Paul Jordan <u>82</u>

## Thought for the day.

You know the West System pumps on epoxy cans, 5 : 1 ratio does not mean 5 pumps of resin and 1 pump of hardener. It does not harden with this mixture ever!!!! Motto: always read the instructions.

What to do, scrape off as much as you can with a paint scraper and wash with acetone (always in the fresh air). It might dry and you can re epoxy using the correct mixture, 1 pump of hardener to 1 pump of resin. One lives and learns as we get older and smarter!!!!

Regards Robin Russell

## CAPTIN'S COMMENT:

by: Ron A.

How fitting. On the very weekend the Olympics opened in Salt Lake City, when records would be set and broken, we had our Mini Steering Course as part of our Canwest Exhibit.

The results may not be world class but dramatic nonetheless. The "Perpetual Champion" Rob Woodward, Mike Gibson and brand new member, 13 year old Alex Craven tied, with no hits. So Course Marshall Bob Rainsford had a timed run off. Alex held 3rd place. Rob retained his Gibraltar-like cool despite our "barracking" him. No hits again. But Mike Gibson beat him for first place. By one second. Imagine.

## POWELL CUP AND SAILING SCHEDULE:

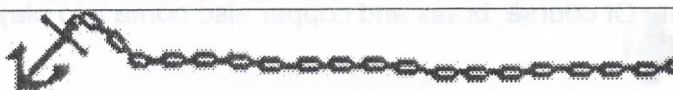
These events will commence on the first Sunday in April, **April 7, at 1:30 PM** and will continue on the first and third Sundays of each month finishing on September 15. This is our annual opportunity to really enjoy sailing any yacht that you desire to sail.

Around the Buoy Racing will remain first and third Sundays from 11 AM to 1 PM, followed at 1:30 PM by the Powell Cup Series.

The venue for both events is Beaver Lake. Come for either one or both, and let's all have some good fun. Any questions contact Sailing Director: Rob Woodward.

For those of you who are interested in model yachting, we have a National Organization called: Canadian Radio Yachting Association. It represents model yachting in Canada and produces a very good newsletter four times a year. You can be a member for \$15.00/year.

Contact Larry Miskie, 46 Henderson Drive, Aurora, ON Canada L4G 3L2



## THE SUB SUBJECT

One plus point in doing this monthly column is this: not a single reader seems to mind whenever the topic exceeds my knowledge. And why do I do it? First, there's only so much to know, write and explain about model submarines and, second, it forces me to think, read and learn. On that score, I abide by these words of Francis Bacon: "Reading maketh a full man, conference a ready man, and writing an exact man." But Frank didn't spell out just how exact.

In trying to write about preferred materials in model sub construction, and in gluing/assembling such materials, two criteria dominate: (1) the modeler's preference and, (2) the need for a model's durability, i.e. resistance or near immunity to her intended environment—namely water. To the latter end, the sub must be built of rot-proof stuff, but such stuff must also be amenable to pressure-resistant sealing, with glues, or gaskets, or "O" rings.

Going back to "(1)" there's no point in nixing the use of wood of any kind, since some sub modelers prefer to work with wood over anything else. The Binnacle's Editor, for example, is a "wood" person—can't stand the thought or smell of fibreglass (GRP) or its cousins for sailboat hulls. So there. Meanwhile, if full bore logic rules: don't use wood in model subs. But more on that later.

Pursuing the preference/inclination/ability further, think of the arts—painting and sculpting. Will it be oil on canvas, or acrylic on masonite? Marble, clay, bronze, or carved out of cedar or ebony? What suits the artist (and model building is as much art as craft) goes; pretty well goes, but such oeuvres—excepting outdoor statuary—need not be too environment proof. Most art is destined for a sheltered, indoor life, in line with static, submarine models in musea—in or out of glass cages. Against all that, a durable model sub must cope with water immersion, water pressure, occasional collisions, plus fast-changing ambient temperatures—usually from high to low, say from 70\*+ to 50\*-. And not all recommended materials expand and contract in harmony. Think about that.

Although hull construction stands covered in the November and December 2000 Binnacles, it bears repetition that hulls—the model's major component—are best built/formed out of fibreglass, a.k.a. glass reinforced plastic or GRP. That material is relatively inexpensive, easy to work with, and durable beyond most of our life expectancies. Still easier, for most nukes and research vessels at least, is a length of off-the-shelf PVC (polyvinyl chloride) or ABS pipe, to form the hull's straight middle section. Happily, the available diameters closely coincide with the dominant gamut of scales, explored last month.

Another not-to-be-overlooked outer hull material is styrene. It is light, durable and malleable to most any sub's lines when heated. But styrene is best vacuformed, and that's a bunch of hassle for "one-of" projects.

Next to hulls, pressure hulls (where most electronics are kept dry) and bulkheads need attention. For both, Lexan (from G.E.) or its generic equivalents and Sintra (an expanded PVC in sheet form and numerous colours) are the indicated choices. But do not take Lexan for plexi. Plexi cracks under pressure, and shatters when chilled by expanding Propel in models with gas ballast systems. Unfortunately, Lexan in pipe form is both expensive and hard to get.

Lexan is truly bullet proof (ask anyone in the security industry) but cuts, files & drills in most copacetic fashion. Unlike plexi & Sintra, however, it cannot be formed when heated—too high a water content, apparently. For lid, cap and hatch seals, neoprene synthetic rubber beats all comers. It's also used for "O" rings, and lip seals that get tighter and tighter as outside water pressure rises. Still, gaskets may be cast in place out of white G.E. silicone, for kitchen and bathroom applications.

All the materials mentioned so far are immune to water exposure, but model subs also require metal components, such as bolts, washers, nuts, screws, collars, et cetera. Whenever and wherever possible, if treading and not soldering will do, nothing beats stainless steel. It will not oxidize (even if neglected) and is stronger than a team of bulked-up oxen. Of course, brass and copper also come into play, but should be relegated to cameo appearances.

By and by, as all these touted materials are bought and shaped, building progresses into sub-assemblages and, ultimately, full assemblage. Apart from the odd screw here and there, much of that must be done with glues. Now, gluing like to like is simple. It's like to unlike that, at times, can get a tad exasperating. But not to worry.

Before buying any glue or adhesive, all this may be done: (1) read the manufacturer's catalogue, (2) ask the merchant's staff, (3) read the can or tube's label and, (4) conduct empirical research in the workshop. Stick small chunks of various intended materials together with various glues, let dry, and try to break 'em apart. You will be amazed how well some work, and others fail. Fortunately, for materials such as Lexan, PVC, ABS and more, there are dedicated glues in various grades and consistencies. Some are listed in the addendum.

A significant goal in gluing a model's parts is the strength required. Certain no-stress components merely need to be held in place; others, such as all parts of a pressure hull, should end up welded more than merely attached. To such end, it pays to "key" the to-be glued surfaces of the various pieces, which requires no more than cutting opposing grooves in which the glue/adhesive can lodge, and form a self-supporting, strength-adding, two-way ridge. A rotary tool or triangular file will do the trick nicely. And now a note for readers with a bent for wood construction.

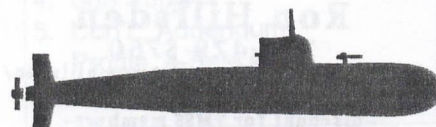
Wood may be used in model submarines as long as it is impregnated (not just coated) with thinned-down Cold Cure Epoxy resin. The bow, stern cone and outside hatches of my 1:125-scale "Little" Miami (SSN 755) are of bread and butter construction (using Elmer's white glue) and have stood up to nearly seven seasons/years of intensive use and abuse. Also, a North Vancouver modeler built a plank on frame hull for his quite shapely 1:96-scale U.S.S.R. Alfa. To look at it, you'd swear it's a GRP job. And don't forget Krick's U-25. So use wood if you must. But let it soak up the epoxy till its surface shows a slick, uniform gloss.

Next month, unless frustration has put me into the R.J.H., I'll deal with the reconstruction and finishing (?) of a Molch that was started and abandoned long ago by another modeler. The boat's prototype is a one-man German mini sub that carried two external torpedoes. Len Gibbs has offered me the use of his Seehund's 22-inchers.

Romanus Unicum

#### ADDENDUM: Suppliers & Selected Merchandise

- **BOSUM'S LOCKER:** Sikaflex-231 Adhesive-Sealant Systems (Marine Bedding Compound). Stainless steel bolts, nuts washers and screws.
- **B.C. SHAVER SHOP:** Pacer ZAP CA and ZAP-A-CAP (Cyanoacrylate ester), glues all to all—even metal. Also, brass, copper and stainless steel rods. Collars, clevises and ball joints.
- **COAST INDUSTRIAL PARTS:** Brass valves, silicone tubing, connectors and Parker Super "O" Lube (+ \$50.00 for a 2-oz. Tube...) and a vast array of neoprene "O" seals.
- **GOODALL RUBBER CO CANADA:** Neoprene gasket material, in 1/8" and 1/16" thickness.
- **INDUSTRIAL PLASTICS:** Cold Cure Part A and B. (2:1) epoxy resin and hardener, IPS WELD-ON 2007 for PVC, IPS WELD-ON 4052 that glues and interglues PVC, CPVC, Sintra, ABS, Acrylic, Styrene, Noryl and more. Oatey CPVC Cement (has wider applications upon experimentation). IPS WELD-ON #16 (in tubes) Cement for Lexan and all acrylic sheet.
- **LORDCO PARTS:** Bondo autobody filler and hardener. Also sundry automotive items, readily adaptable to model submarine construction.
- **METAL SUPERMARKETS:** Stainless steel rods in numerous diameters (drive shafts) and a wide selection of small stainless steel bolts, nuts, washers and screws. Will accept orders for sizes not in stock.
- **SUBTECH:** (Skip Asay, Lakewood, New Jersey.) Bulkhead lip seals and lip seal stuffing boxes. Carries/manufactures numerous submarine specialty items—mostly electronics.
- **VICTORIA SPRING:** (Lloyd Burrowes, upstairs.) Carries or will make small springs of all types—either steel or stainless. Also sells spring material.



**PROFILE:**

By: "BINNACLE BILL"

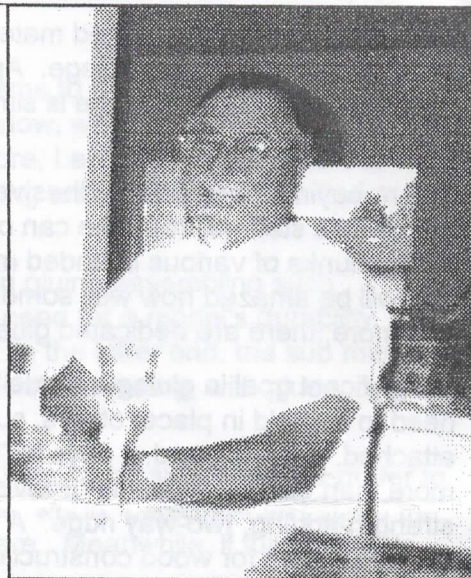
If the bankrupt 'Enron' had employed our treasurer, they would not now be ninety-five billion dollars in the hole. But their loss is our gain.

Derek Woollard graduated from the Royal Naval College in Greenwich in 1940 with his BA and was posted to the 'Mediterranean Fleet'. He served on the Admiral's staff of Lord Louis Mountbatten. Retiring from the navy in 1955, Derek decided that a vacation to Canada was in order. Arriving in Toronto with his steamer trunk and five tennis rackets his holiday was short lived. DeHavilland hired him two days after his arrival because of his math and administrative skills. From 1955 to 1990 he organized the new computer era for the Bank of Nova Scotia & the CBC.

His Victoria retirement started with a three and a half year stint as producer and host of a gardening show on Shaw T.V. (lasting 153 episodes). His 'Volunteer Career' lasted several years and included the Palm Court Board of Directors – the Peninsula Rose Club as well as a Floral Designer.

He resumed his model boat building interest and became a member of VMSS in 1999. His willingness and capabilities soon led him into the club executive and the position of Treasurer, not forgetting his extra-curricular Show Co-ordinator and organizer.

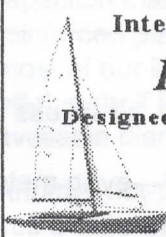
Needless to say, very much appreciated. Thank you.

**FOR SALE:**

36" SAILBOAT  
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These model belong to former club member, Kent Miller. Contact person for prices and details is John Gough 479-1843



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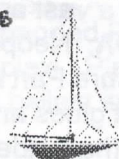
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