



The Binnacle

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



Dates to Remember

Next Meeting **NOV 14** - 7:30 PM
313 Brunswick
Lower floor

2002

Oct 20 – Tuning Your Sailboat
1 PM Beaver Lake
bring your boat!

Oct 31 – Executive Meeting

Nov 14 – ANNUAL GENERAL MEETING
entertainment to follow

Dec. 12 – Christmas Social

POWER: Sundays 10 – 12 – HMYP

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



WHERE'S THE WATER ? BUT THE POND IS SURE CLEAN.
WEDNESDAY EVENING, AUGUST 7/02



From the Bridge

This past month we have been fairly busy organizing the recently held Swap & Shop and although the turnout of members was low, our club sales produced almost \$200.00 in revenue. The Church Picnic held at Beaver Lake was a huge success with the parents and children and as a result of our efforts, we were invited to have lunch with the families that were present, which turned out to be a relative feast of the first order. I believe that we will be invited back for next year's affair. Ken Lockley, who has again been tasked to solicit volunteers for VMSS positions, is looking for members to fill several positions for Director. We are specifically calling upon some of our newer members who may be reluctant to get involved at this early stage of their membership, to step forward and offer their services.

Just a note about Harrison Pond - although the water is much clearer than it has been in past years likely due to the installation of the overflow valve, the seagulls seem to have taken over en masse and we are constantly inundated with feathers that tend to jam propellers and require someone to devise a means of clearing the surface.



** NOTICE OF ANNUAL GENERAL MEETING **

Be advised that the Annual General Meeting of the Victoria Model Shipbuilding society will take place on November 14, 2002 at 19:30 hours, 313 Brunswick, lower floor, Victoria, B.C. The main purpose of the meeting will be the election of Officers and Directors.



TUNING: TO START OFF THE SEASON

All members are encouraged to bring their sailboats to Beaver Lake, Sunday, October 20 1 PM Tuning your yacht workshop.

VMSS REGULAR MEETING MINUTES SEPTEMBER 12, 2002

VMSS Executive for 2003 will be elected at the November Annual General Meeting. Volunteers are needed to stand for office, and should speak to K. Lockley.

A model exhibition is to be held at the Royal British Columbia Museum, 25 – 26 January, 2003.

The Saanich Fair was a great success, in spite of the rain on the Monday.

Evening entertainment was Swap and Shop. T. Pound

Burnaby Regatta by MIKE CLAXTON

The Burnaby group held their annual regatta August 10 at their pond in Central Park just east of Boundary Road. They have the bonus of having a small storage area on site where tables, floats, barges, etc can be kept. I arrived around 9:30 am to find the majority of tables already up and filled. The area adjacent to the pond is roped off but the boats are displayed along a walkway allowing the public to view and chat with the builders. It doesn't matter where we are: the first questions never fail to be – is that a kit? How much did it cost?

A steering course was open to all. Boats were classified into small and large categories. This year a sailing race was also added with about six boats participating. The major problem with that running at the same time with the steering course was the possible lack of frequencies available. A peg-board was present but one should try to have two channels with you in order to avoid the disappointment of running your vessel.

A wide variety of boats were present – from submarines through to pleasure craft. The course was set up to be adaptable to all the participants. The majority of participants were from their club or former members. I was the only island visitor this year. Their day wound up around 3 with a presentation of awards for best of the show and the various steering course events.

FOSS CUP

STEERING
COURSE

AUG/02



2002 Executive

President:	Jack Plummer	592-2021
Vice-Pres.:	Paul Jordan	388-7929
Secretary:	Tom Pound	595-6487
Treasurer/ Membership list	Derek Woollard	658-1150
Director at Large	Mike Gibson	474-6539
Events & Entertainment:	Ken Scotten Doug Grant	472-6187 370-2428
Sailing:	Rob Woodward	474-5912
Power Regattas:	Scott Ringrose Mike Hill	744-3048 384-4024
Librarian	John McHutchion	480-4080
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

Can you help????

Our website has received a request from a modeler in Germany for plans and good reference material (photos etc) of our 47' Canadian Coastguard Lifeboats "CAPE SUTIL, CAPE CALVERT, CAPE ST. JAMES "

For those of you who don't recognize these Lifeboats which play such an important part of our Maritime Safety and Security on our West Coast, here are a couple of pics to remind you of what Michael is looking for. If you can help him in any way, please email him direct. Thank you (phone Ken)

Foss Cup – August 2002

by MIKE CLAXTON

The North West R-C Ship Modellers held their Foss Cup event again this year August 17 at Twin Lakes, a few miles north of Seattle. This event is primarily a tug towing one where tugs of all sizes compete. This is the second year I've attended and again the weather was perfect for the day's activities. This group puts on a well-run day. The lake is in a park just off I-5 at the north end of Marysville with ample parking and shade. You're able to either drive in or drop off your boats or you can trolley them in – it's a fair distance from the gate. I was dropped off by my wife who now knows how to shop within a 2-mile radius and still return at the end of the day without becoming totally overwhelmed by the number of stores so close.

Registration is done by computer and more than one boat per person can be entered. A five-dollar entry fee gives you a chance to compete as well as enjoy a great lunch. Their group likes their food! The day consists of running in two events:

Firstly: a fairly lengthy course where your boat is hooked to a barge – you may tow or push it. The judges will assist you in directions if needed but after watching a couple of others run it seems straightforward.

Secondly: a salvage run where your boat is attached to a derelict hull and is towed through a course out to a marker, around it to a dock where you must dock the tow as close to a line both on the tow and the derelict. Not as easy as it sounds, especially with an open prop and a towline that wraps around it! I chose to run later in the day and a breeze had appeared by then: I had the misfortune of almost completing the event when the superstructure blew off my tug giving Gary King of Burnaby the opportunity of finding out how deep the lake was (well above his shorts!!).

A wide variety of tugs were present – large (six feet) to small (12 inches). Some amazing electronics and detail on these boats made viewing of them time consuming. This is a fun event with very friendly boaters – 35 boats participated this year but a few extra were on hand. The Springer class was also present with a small course set up for them to run in. These are a fixed hull shape, 18 inches long, single prop, and no nozzle type craft with any style of superstructure on them – a basic starter type plan. Their web page has a few photos of them.

A fun event – for five dollars you can enjoy lots of fun running, lunch, fellowship of other modellers and even qualify for an award. They usually have a great variety of raffle prizes from speed controls to books, Foss mugs and hats. We ended this year a little later – it ran probably from 10:30 until 5:30, by the time awards and raffles were completed. You were able to do a fair amount of free running provided the channel was available and you didn't interfere with the competing boats. Lots of room to be able to that. It would be worthwhile to review this event if our club considers anything similar in the future.

We took the Sidney-Anacortes ferry and headed to the north of Seattle by way of Whidby Island – lots of boats to view, quilt stores for those other hobbyists! Coming back we stopped at La Connor – quite a variety of tugs there as well.

FOSS
CUP

'AJAX'

AUG/02

THE SUB SUBJECT

In an effort to grow the domestic sub congregation, I have over time tried to draw interest to this narrow niche of model building. To that end, "The Sub subject's" focus has occasionally gone out to the trepidation commonly perceived among prospective disciples. So far, however, success in that direction remains limited. Subs, perhaps, hold neither the charm of sailboats nor the eye appeal of intricately - superstructured men-of-war, liners with launches and a dozen lifeboats, or tugs with monitors, winches, lights and sounds. So be it.

What, then, detracts from model submarines? Possible leaks? Difficult ballast tank construction? Difficult trimming? Invisibility while submerged . . . ? Search me, but all of those impediments have been covered over and over, but still may not have been put to rest, because (oh, oh) nothing much has been said about the MONEY ANGLE - feared by many; not to be swept under the rug, but not a total ogre either. Let's now try to get that "stumbling block" into perspective.

Depending widely on a modeler's strive toward perfection, actual basic outlays can be kept very much in line with those of any equivalent class of surface model(s). But going the whole hog can add upward of a grand to the project like this (if bought in converted greenbacks from U.S. sources):

- BHS (bulkhead seals): \$24.00 for four.
- SubSafe (missing pulse detector): \$61.00. (Or \$75.00 from Ontario.)
- Lip-seal stuffing box: \$19.00
- APC (Automatic Pitch Controller): \$142.00
- Five to seven-bladed bronze screw: \$100.00 +.
- Radio with more than four channels: \$175.00 extra.

That, then, adds up to either \$521.00 or \$535.00 and an automatic depth keeper may take another \$150.00 - thereabouts. Now add a saw buck for S. & H., and some coin for Canada Customs and Revenue Agency.

Should those numbers intimidate you, lower your sights and buy only these ESSENTIALS: bulkhead seals and a stuffing box. That, already, should leave you with enough treasure to fork out 56.00 northern pesos for Subcommittee membership, cans of Propel gas (if a gas-operated ballast system has been adopted), and the wherewithal to attend at least one out-of-town regatta. Even then, ersatz for the above "essentials" exists: get 1/8" i.d. "O" seals or rubber bellows for link-age penetrations, and a longer or tighter or water resistant greased stuffing box. But none of those is recommended.

On the other hand, should you wish to take a tight, time-saving and cost-intensive shortcut . . . then, yes, model submarine kits are available at levels ranging from a basic hull with sails, planes and rudders supplied, to deluxe jobs that included even the TX and RX plus decals. But you may have to buy paint . . . Such kits can set you back from some \$375.00 to over \$1,500.00 and are to be had widely in Canada, England, France, Germany, Spain, the U.S. of A. and most all likely elsewhere. Problem is this: Unless you know a modeler who assembled one, read an authoritative review, or were able to (knowledgeably) inspect one, the pig in a poke may (speaking in jest) blow up in your face. But, "Hey", they'll say (if 'they' respond at all) "no one's perfect."

The trick in the whole money/cost/value aspect of building model subs boils down to this: With eyes as wide open as they'll go, while dropping all cynicism, seek advice and travel that elusive and very narrow centre line—a.k.a. the middle-of-the-road. It ain't easy. In my own building, restoration and rebuilding efforts, I've impulsively over-spent on things I'll never use, and skimmed on items I should have ordered/bought on that celebrated Day One. So it goes. Yet, in spite of that, dividing the hours of intensive work into total cost, still yields an incredibly low rate—a rate that defies the cost of any other form of recreation or entertainment—be that swimming, skiing, hang gliding or playing pinochle.

CONT.....

Now, for a change in pace and "seriousity," here comes a quiz covering abbreviations cum initialisms pertaining to model as well as prototype submarines.

- | | |
|-----------|-------------|
| 1: B.P. ? | 5: P.H. ? |
| 2: B.T. ? | 6: S.P. ? |
| 3: F.P. ? | 7: U.R. ? |
| 4: L.R. ? | 8: W.T.C. ? |

See how well you score against the answers to be given this November.

In next month's column, a condensed look at what the submarine services of the Royal and United States Navies are up to, now that the Cold War has shrunk, shriveled and disappeared. Time and space permitting, Canada's sublime efforts may earn words. Romanus Unicum

* * *

The Club would like to thank **Alex James** for a very detailed rebuild and paint job of 'Bandit #1'.

This model is being presented to Bandit Boats as a thank you for the hulls they made available as club demo boats. Thanks again, Alex.

POWELL CUP RESULTS:

CONGRATULATIONS TO THE THREE TOP CONTENDERS:

1ST. DAVE SEAGER	126
2ND. SCOTT RINGROSE	118
3RD. KEN LOCKLEY	96

HARRISON CUP (COAST CUP) RESULTS:

CONGRATULATIONS TO THE THREE TOP CONTENDERS:

1ST. MIKE CLAXTON	79
2ND. JEFF WEBSTER	71
3RD. PAUL JORDAN	69

THANKS TO ALL FOR PARTICIPATING OVER THE COURSE OF THE SUMMER IN BOTH THESE EVENTS

TIP OF THE MONTH:

Stuffing boxes and overboard Discharges

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

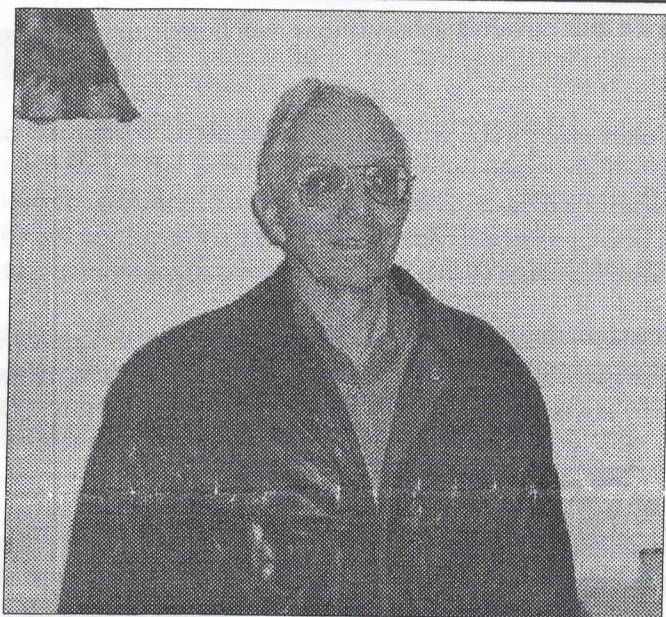
Real ships usually have a couple of overboard discharges, typically at the waterline. The typical model water pump puts out way too much power to be scale-like. The discharge on a real ship does not shoot out from the side like a fire hose.

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

thanks to R. Hillsden for finding this
And forwarding it on.





PROFILE: JOHN GOUGH

by Binnacle Bill

Long time member, John Gough, shares his memories of 'Expo' - 1986 - sixteen years ago.

Brave lads from V.M.S.S. 'set sail' for Vancouver to participate and show their models.

The late Orville Wilson had his 'Shelly Foss', Jack Lenfesty his 'Danburg', Ron Armstrong's 'Shelley Dawn' and John's beautifully built 'Waverly' with its intricate steering mechanism, as well as many not mentioned. This special adventure resulted in a lasting friendship between these members.

John began his postal career in the Old Country. After immigrating to Canada he eventually joined 'Canada Postal Service'. He retired as Supervisor of the 'Postal Vehicle Division'.

John is a volunteer at the Maritime Museum repairing damaged models. He also built two models which were auctioned off at a 'Museum Fund Raiser'. One of the models was the "Tillicum". He took the measurements from the original ship on display — this was no mean feat! Besides his expertise as a model builder he is an accomplished organist, which he obviously enjoys.


John was the 'finder' of our present meeting hall. He and his wife Dodi are very active members in all of the club affairs.

HOW DID YOU DO
WITH THE
QUIZ ?

RESULTS NEXT
MONTH

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for
model ships

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