



The Binnacle

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

Next Meeting - OCTOBER 9
Westview Gospel Chapel
313 Brunswick



ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

| | |
|------------|--|
| Oct. 9 | Regular Meeting |
| OCT. 16-18 | TILlicum MALL SHOW |
| Oct. 26 | Powell Cup Series III |
| NOV. 13 | ANNUAL GENERAL MEETING |
| DEC. 11 | CHRISTMAS SOCIAL & AWARDS PRESENTATION |

- * **POWER:** Sundays 10 – 12 Harrison Model Yacht Pond
- * **SAILING:** 1st & 3rd Sundays Beaver Lake

BRING & BUY AT EVERY MEETING
ALSO, BRING YOUR CURRENT MODELLING
PROJECT TO MEETING FOR SHOW & TELL

NOTICE OF ANNUAL GENERAL MEETING

Be advised that the
Annual General Meeting of
the Victoria Model
Shipbuilding Society will take
place on

November 13, 2003

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



From the Bridge

"Well summer is over and I trust all enjoyed it and had a chance to get on the water when ever possible. It certainly was a busy one from a Club perspective and very successful in boating events and promoting the club. I especially want to thank all who participated and gave of their time in helping to make the Club show events a huge success.

The Executive will be discussing this years show events in a fall discussion with the aim of improving on this year while at the same time keeping all in line with the aims of our Club. Please feel free to give input to Executive on the scope, caliber, number of Club activities and Shows so that your thoughts and wishes may be considered.

Being Fall, our focus needs to shift to the fall and winter building program. In that regard remember that we are encouraging members to bring to the monthly meetings current projects, problems they may have and any items they want to sell. Use the Binnacle to advertise for gear, (for example, I'm looking for two servos for a small sail vessel I'm building.) An e-mail/phone call to Ken Lockley in time for inclusion in the Binnacle will work.

Also consider what topics you would like to hear at our monthly meetings for the fall and winter sessions."

Ken Scotten, President

Victoria Model Shipbuilding Society

Regular Meeting – 14 August, 2003

Extract

Arrangements for the Saanich Fall Fair are in progress. There is a proposal for an in-Victoria show at the Tillicum Mall on Thanksgiving Weekend. Details will be available at a later date. John McHutchion announced a visit has been arranged to Victoria Shipyard to see the 47-foot Lifeboats under construction.

Jack Lenfesty demonstrated techniques in making railings, and Romain Klaasen showed how the torpedo-release mechanism worked on his model of a Molch submarine. Tom Pound, Secretary

SECRETARY REQUEST:

A reminder to members that, since the new season's shows are coming soon, etc., etc., Members should consider getting the information about their models to me. The forms are available through E-mail, as are the Instructions. **Tom Pound** tpound@telus.net
Or at the meeting

This information goes on the show card for each model and also in a book that is available to answers any questions people might ask. It is a great help, and club reference, so please reply to Tom.

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 | Scott Ringrose | 744-3048 |
| Regattas: | Mike Hill | 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 |

The Safety Inspection (as told by Doug Allen)

There was an old timer who fished single handed off his boat for many years. Then one day a young Coast Guard guy went down to the docks to do a safety inspection of all the fish boats.

The Coasty determined the old timer didn't have a life ring aboard. This is of course contrary to regulations. The coasty hadn't been warmly welcomed by the fishing fleet, so this was his chance to prove his worth by explaining about how these regulations had to be followed to preserve life - what would happen if the old timer fell overboard, etc etc.

When he stopped for air, the old timer said: "I fish alone - who's going to throw it to me?"



Rosemary Allen donated a set of TV tables to the Club, or use of repair and maintenance of models at various shows. Thanks, Rosemary from all members and their backs.

COAST CUP MID SUMMER REGATTA

August 10 at Harrison Model Yacht Pond

WINNERS FOR THE THREE EVENTS ARE:**Log Retrieive**

Ken Scotten 1st time of 5:17 with perfect score

Mike Gibson 2nd time of 5:35 with perfect score

Bob Rainsford 3rd time of 5:59 with perfect score

Romaine Klassen honourable mention for attempting with his submarine

Barge Push

Bob Rainsford 1st time of 5:43 with no penalties

Mike Claxton 2nd time of 6:10 with no penalties

Ken Scotten 3rd time of 8:53 with no penalties

Steering Course

Mike Gibson with a perfect score of 20 in Bankert,

Jack Lenfesty with 19 points in Princess Kathleen,

Mike Claxton with 18 points in his pilot boat

Ken Scotten with 17 points in his East Coast fishboat

Photo credits: David Powell, Jack Plummer, Mike Gibson

**GOOD CROWD****STEERING COURSE****BOB RAINSFORD'S NEW
SELF LOADING/DUMPING LOG BARGE****BARGE PUSH – MIKE GIBSON****LOG RETRIEVE – MIKE GIBSON****LOG RETRIEVE – ROMAINE KLASSEN**

THE SUB SUBJECT



Hello, this place! Now following is Part Last of this summer's trilogy—unless, of course, T.D. (Typed Diarhea) gets me where it hurts you readers. So we'll "plunge" right in, what?

8. Venting Air

Earlier this summer, water's somewhat disturbing qualities of wetness, weight and liquidity were discussed. Now we're on the to AIR. While it is nice and light, it, too, is extremely liquid: penetrating that is. And where it's not wanted inside a submarine model, it has to be given all opportunity to get out, and do so right fast. To that end, all horizontal blockages inside the model have to be perforated with 1/4" to 3/8" holes in many places. That includes what is or functions as a platform, and also the foam flotation blocks—once the latter have taken their final shape/size, but before they are epoxy coated. Think of where the dry boat will contain air, and think then of how that air must be offered an upward exit. That applies throughout the model, but the below – the –waterline part and the sail atop deserve extra attention.

9. What to do to Hardened Glue?

Most epoxies and their stablemates, once dry, are basically waterproof or, at least, water resistant. In spite of that, give 'em one or more coats of an oil-based paint, such as Dubro or the Canadian Tire brand. That advice ties in with the "wear a belt and suspenders" dictum. You won't regret it. No money, no time, but extra security.

10. Batteries and their Location (s)

Wally Anderson lighted the path. Gel cells need not be kept dry, and take up redundant flotation space in-side of the pressure hull. Heave 'em out as far forward as they'll go in the bow's free– flood area. But . . . Seal their terminals generously with, for example, Plasti Dip (Canadian Tire) or an equivalently fast drying, liquid rubber. Do so up the wires for no less than four inches. Saving pressure hull space is one thing; getting rid of discharge-generated gas is a prominent side benefit.

11. Seal all Servos

Regardless of their in-pressure-hull location and positioning ("6" last month) apply the same Plasti Dip to the upper and lower seams of all servos, and put some around their output shafts as well. Even when dry, the product remains flexible enough to follow the movement without impairing the action. Belt AND suspenders.

12. Pressurize the Pressure Hull

Well sealed/waterproofed as it may be, put a Schroeder tire valve in the pressure hull's lid or wall, buy a bicycle pump, and put a couple of pounds of pressure (no more if you're using the recommended lip seals) in the pressure hull before launch. This gives a measure of counter pressure when submerged. Further, it affords a means of initial testing for leaks, and for those that may rear their ugly little noggins in times to come. A couple of bucks (plus taxes) and 10 minutes are all it takes.

13. Models' Temperature

Keep your model out of the sun during transport as well as at pond– or lake side. As drawn to attention before, not all of the materials used in a sub model (e.g. GRP v. Lexan) contract or expand at uniform rates. If exposed to, say, +70° ashore one minute, and then set to run in say, 50° - 55° water, unfunny things can happen to glued joints. Crack or separate, for example, and . . . Let in very much unwanted water. In addition, in-car and on-shore explosions have happened. That, of course, applies to models with on-board Propel or equivalent air brush gas for the ballast system. Yes, gas expands with a rise in temperature. Just one more thing to keep in mind

14. Ballast Tank / Pressure Hull Sizes

Keep both of 'em as small as possible, and in lockstep-style harmony. High flotation on account of pressure hull size calls for (a) a bigger ballast tank and, (b) more lead in the bilges. To achieve this desired size goal, start with as compact a pressure hull as possible. Give it a "busy" interior. Pile up all that MUST go in there in a heap on the bench, then lay it out as logically and as efficiently as possible. Measure the tentative layout, add a so-called "bugger" factor (+- 10%) and size the length/volume of the dry area accordingly. Then try to either weigh or estimate the heft of the model's above-the-waterline part, and remember that, in metric, 1 L = 1 K. Then, later, try to trim the boat in such manner that, with tank fully flooded, she rides level (both ways) with half- to three- quarters of the sail submerged. That will yield a sensitive, easy to manoeuvre model that will dive and surface almost dynamically, with little gas or pumping needed to come up or go down. To be sure: easier said than done.

Next month's column will deal with the relatively excellent, historical safety record of past and current subs in most navies. Will it dispel the Hollywood imagery of crews sweating and choking at great depths with their blow systems out of commission, but the boat's interior well lit for cinematographic effects? Maybe. Perhaps.

Romanus Unicum

MONTHS BUILDING TIPS:

I was wondering if anyone can give me a pointer on how to fill in a seam. Sometimes the space is so tight that you can't even squeeze in a needle file to erase any seams or for that matter, put putty in the seam.

Suggestion #1

Use Testors clear canopy cement. It comes in a bottle with a thin metal tube applicator. It looks like their liquid styrene cement, but it is actually PVA glue like Elmers. It will flow out in a nice fillet.

Suggestion #2

The easiest way to deal with seams is with white glue. Take a Q-tip and slightly moisten it in your mouth, then dip it into some white glue and run it along the seam to push the glue into the gap.

Suggestion #3

I use a tooth pick to apply white glue to act as a gap-filler, and use Testors sand paper (the kind with the plastic backing that folds into a real fine edge) to get rid of any glue puddles.

Suggestion #4

I use a 1 ml syringe with a fine Teflon glue tip to apply white glue. Suck about .25 ml of white glue into the barrel by putting the tip in glue and pulling the plunger out. Tip the syringe up so the glue tip points toward the ceiling and push the plunger up to remove any air, until the glue reaches the very end of the tip (just like doctors do just b4 they give you a shot). Now lay a fine bead of glue across/ into the seam. I'd practice a bit on some scrap.....it's a lot like laying a bead of caulk. Work quickly, but don't rush (ha, ha). If you make a mistake, use a moistened, twisted up corner of a paper towel to clean up - NEVER use a q-tip. The syringe and glue tip will clean up with warm water if you get to it before it dries, and can be reused a million times. thanks to Ron H. and the web.

POWELL CUP SERIES 3 - OCTOBER 26 - 11 AM - final in series

Come to Beaver Lake and join in the fun ! Your score will be added to your total from the last two events to determine the winners. All Members welcome. **Racing to follow.**

DOUG'S FIRST MODEL By Rosemary Allen

Doug was always building boats as a little kid, 2 to 4 years old with a sawn point on one end, nails around the edges with string for railings, a stick for a mast and pieces of mothers bed sheets for a sail.

This is the story of his first more serious model, when he was 20. I met Doug when I was 15 and after a few dates, thought this is the guy I am going to marry. The only problem was, he hadn't asked me. I went up to visit him one day and he was sitting at the kitchen table orking on a boat. I said "What are your doing?" He said, "Making a boat to sit on our mantel". My ears perked up and I thought, that's a proposal or at least close enough.

When Doug was about 13, he was hanging around a little shipyard where they were building a gillnetter. He was helping and generally getting in the way. He spotted a salso wood half hull and asked what they were going to do with it and they have it to him. The model he was working on for the mantel was carved out of this solid balsa wood half hull it was of the Western Flyer. The Western Flyer was built back east for Riffle of Vancouver for um running. When Doug first saw it it was owned by Nelson Brothers Fisheries and used as a fish packer. It was powered by a 240 Fairbanks Morse. The boat could pop along at 15 which was a good speed for those days. This would be in the early 40's. In the 1970's we were walking along the wharf in Lunenburg and I though, gee, that boat looks familiar. It was a sister of the Western Flyer, same colours as the old model at home. I have been dusting this old model for 54 years now.

There is a lesson to be learned here. Building a model can change your whole life and be careful what you say to young girls. That can change your life forever too.

THANKS, ROSEMARY !!!
WHO'S NEXT, PLEASE ?



EMORY ALLEN
Harbour & River
Tug

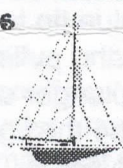
Built by
Doug Allen
For Rosemary

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