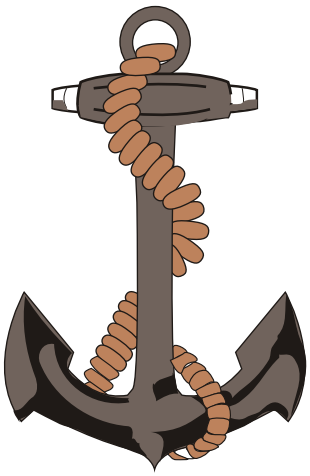
BOAT NEWS

The occasional newsletter of the Rideau Nautical Modellers

December, 2001



2001 season included new sub event

Ted Scrivens and Jens-Uwe Steinborn hosted 9 boaters for the first annual submarine regatta at Andrew Hayden Park on July 14, just one of several new club events for 2001. This is an event that is sure to grow, with Ted and Jens promising that Subcom ON is definitely coming back in 2002.

Photo by Rolly Nantel

SKIPPER'S SHORTS

By Tony Mitchelson
President

Well the "show" season is over, and what a year it was. We started with a bang with the static display at the Museum of Science and Tech. with 57 models on display (a three day event), then Nepean Days (a two day event) and a Theodore tug boat day at the same time at the Childrens Museum. We also participated on Canada Day in Kanata (a one day event), two days at Merrickville's Canalfest and two days at the Perth Music Festival. And to wrap up the season, there was a three day show at the Childrens Museum. During all this we gave three clinics to day campers at the Children's Museum, hosted a first-ever sub regatta at Andrew Hayden Park, participated in Santa's Workshop, a traditional Christmas event in Kanata *and* finally completed the club trailer, ready for the road.

On top of all these activities, several members offered two boat building courses for the Association of Bright Children. Starting in mid-October and running to the end of November, myself, Ted Scrivens and Geoff Hardy offered six weeks of boat building instruction to two classes - a great way to introduce young people to the pleasures of model boating.

Thanks to all members who participated, and special thanks to Wally, Brian, Geoff, Ben, George and Rolly for setting up the pond at various locations. Thanks to Wally for coordinating Kanata, Rolly for taking a clinic at the Childrens Museum, Brian for painting the trailer, Rolly for signs, Don for coordinating Perth and Ted for organizing the sub regatta. I must also thank Brian, Wally and Rolly for washing the pond liner. Thanks also to Joan for repairing a club tug and putting together a tool kit and first aid kit to keep in the trailer.

Thanks to the executive, Ted, Geoff and especially Richard for the job he does on this newsletter and the web page. My job is much easier now that Wally is going to look after the trailer and Joan has taken over responsibility of the care and maintenance of the club tugs. If I missed anyone, I apologize. You can sink my boat (sub that is!)

The camaraderie on Tuesday evenings was terrific. I just wonder when Timmy's are going to realize that they need extra help that night.

PS: Chris did not lose a single knife this year - another club milestone!

Photo by Rolly Nantel

New events at Museum of Civilization

Members participated in two brand new events this summer at the Children's Museum of the Museum of Civilization - a Theodore Tug Boat day in June and three days of demonstrations and clinics in August.

Brian Clarke brings his flight deck to life

On the deck of his 10 foot long model of the Bonaventure, Brian Clarke has many planes and helicopters longing to be animated. Club members who attended the November or December club meeting will know that Brian has been developing some imaginative ways to rotate propellers and helicopter blades and to move planes around the flight deck, all with the use of magnets..... and with NO electric power of any kind inside the planes or helicopters.

Brian has even developed a unique system to make a man walk around his carrier's deck with a life-like side to side motion as the man walks. Incredible work, Brian!

30 kids learn boat building from RNM experts

It was rewarding and at times frustrating. It was often a challenge but the smiles on the children's faces made it all worthwhile. In a nutshell, this summarizes the experiences of the club members who recently completed two boat building courses for children who are members of the Association for Bright Children of Ontario.

During the months of October and November, several club members gave up six Saturdays to offer the boat building classes at Sir Robert Borden High School. Geoff Hardy's class consisted of 15 children between 7 and 9 years old who each built a model of the aircraft carrier HMS Sultan. Another class of older children, between 10 and 15 years old, built a British gun boat under the guidance of instructors Tony Mitchelson and Ted Scrivens.

The club instructors generally agree that the models selected for the course were perhaps too complex. No student completed any model within the six weeks of the course, but it is hoped several are now nearing completion by the students at home. (In fact, Geoff extended his class to an extra seventh week to give the children more time to complete their models.) The gun boat built by the older students was a 24" long model complete with depth charges and a gun turret. For the younger kids, Geoff selected a 36" WWII escort carrier that was 36" long and about 6" wide. To speed construction along, all instructors pre-cut many of the pieces or made templates of each piece.

There were some cut fingers and lots of layers of skin peeled off when kids glued their fingers to everything and anything in sight with CA glue. (Tony quickly saw the advantages of keeping a both of CA unsticker on hand!) Ted almost made it without a cut finger among his students, but lo and behold it happened about 10 minutes before the very last class. And a pretty good cut is was, we are told.

In addition to the instructors who gave up six or seven Saturdays plus preparation time, a special thanks must go to Bill Chappell at The Hobby Centre who provided all of the balsa wood for the models. Thanks Bill.

All children participating in the classes were members of the Association for Bright Children of Ontario. This non-profit association is a volunteer group whose aim is to increase the understanding and acceptance of bright and gifted children/youth at home, at school and in the community; and encourages parents, educators and the community to nurture these children/youth to grow and reach their full potential, that they may become responsible, contributing members of society.

Welcome to our newest members

David Taylor recently moved to Ottawa from England to join MDS Nordion's Ottawa operations. While strolling through Andrew Hayden Park, David discovered the club and the rest, as they say, is history. When he is not playing around with radioactive isotopes, David is scratch building a 48" long model of a Canadian Coast Guard cutter.

New to the club and new to boat building is **Ken Huntington**. Ken was introduced to the club by his friend and neighbour Wally Seddon. Ken expects his first model to be a destroyer. Ken is also becoming the club's resident expert on speed controls and he will be demonstrating some controls at the February club meeting.

We also welcome **Jum Burton**, a relatively new boat builder who showed off his first model, a Dumas Chriscraft boat at the November club meeting. (A very well crafted model too!) Jim has now started construction on a Mississippi riverboat. Jim learned of the club while visiting Canafest in Merrickville.

And a welcome also goes to **Steve Boyd**.and his two sons Michael and Greg. Steve got the R/C bug about 2 years ago, starting with a Kyosho speed boat. He is now building the Midwest kit of the Seguin tug and is near completion of the planked hull. His next project will likely be a sub while Michael and Greg are eyeing warships.

Welcome to all our new members!

RMC Cordite - a Famous Canadian Ship

By Cody Lyster

There have been many famous Canadian ships including HMCS Bras d'Or (fastest ship in the world in 1969) and the M.V. Arctic (highest ice classed cargo ship in the world at the present time). At first glance the small (36' long) Cordite does not seem to have any reason to be in this illustrious group. However it started a trend that has probably affected small vessel construction more than any other ship or boat ever built in Canada.

The Cordite was the first all-welded aluminum boat and only the second one in the world when it was built in 1956. This may not appear important but considering the number of aluminum boats built in the world (thousands every year) and the fact that all the large Canadian Coast Guard Search and Rescue Cutters (Type 300A and 300B) are made entirely of aluminum, the contribution has been very significant. In addition it was designed and built by cadets of the Royal Military College in Kingston, Ontario. An indication of its robust construction and no doubt the care she receives, the Cordite is still in operation at RMC. There are not many vessels that have a life span exceeding 45 years!

The Cordite is powered by twin diesel engines of 60 hp each. The propellers are shrouded which means that they have a protective pipe around them. This does not mean that the propellers are ducted. Ducted propellers (sometimes called Kort nozzles because of the well-known manufacturer) are used to increase propeller thrust when towing and are of a specific shape. However the Cordite is equipped with a towing bollard on the afterdeck to tow the various boats used at RMC.

Photo by Cody Lister

Specifications

Length	36'-1½"	Draft	2'-1"
Breadth	9'-6"	Displacement	5.5 tons

Model Information

For a model maker the Cordite would be an excellent first scratch-built model. The hull does not have any complex curves and it uses many flat surfaces. In 1/12 scale the model would be 36 inches long and 9.5 inches wide making it quite stable and able to carry a good sized battery. The large deckhouse can accommodate a number of accessories like remote light switches and horns. Plans for the Cordite are 99% complete, so if you are interested in building this boat, let me know and I'll take care of the other 1% of work to finish the plans. *(codylyster@sympatico.ca)*

Perfect windows every time!

Looking for a simpler way to get perfect windows every time? One method is to use clear acrylic plastic to build your superstructures. The windows and portholes are already 'glazed' if you paint everything else. Acrylic sheets are available in a range of thicknesses down to 1/16".

Clear plastic sheets come with a paper or plastic film to protect them from scratching. It's important to leave this on until you are ready to glue the parts together. When all parts have been cut, use a ruler and pen to mark off all window, porthole and door locations making sure everything is square.

Next, use an X-Acto knife with a #11 blade and a metal straight edge to scribe around the frames of the windows and doors. You want to cut into the plastic enough to actually score the acrylic and leave a visible "frame" line. If the window has a horizontal or vertical post, scribe a line on each side of the post line as well. Once all windows and doors have been scribed, remove all of the protective film from the acrylic sheet. (The protective film on the acrylic should come off before you apply glue so it doesn't suck up the solvent by capillary action and ruin the surface.)

Assemble your superstructure, sand and finish as necessary. If the scribed lines for window and door frames are not pronounced enough, especially for larger scale models, now is the time to add strips of styrene for door frames and other details.

Mask off the doors, windows and portholes. Paint your superstructure, remove the masking, and you are done!

Perfect windows guaranteed every time!

Membership fees for 2002 now due

Club membership fees for 2002 are now due, so if Geoff Hardy has not already hit you up for the cash at a recent Science & Tech meeting, why not get a cheque in the mail to him right away?

There will be no change in the fees from 2001 - the annual membership fee is $20 per person or $30 for a family membership. Upon payment of the 2002 fees, members will receive a 2002 membership card as well as name badges to wear at community and club events.

A membership renewal form is included with this newsletter. (New members to the club who have joined since September are paid up to the end of 2002.)

The Rideau Nautical Modellers is a non-profit club whose annual dues goes towards its operating costs. By far, the largest annual expense is public liability insurance. The club carries a $1,000,000 liability policy which we share with the National Capital Modellers Association.

Members with questions about the annual membership dues may contact Geoff Hardy at 596-1359.

RNM members swell attendance at Barrie regatta

Many RNM club members enjoyed a beautiful summer day participating in the Barrie Model Yacht Club's annual regatta in August. 81 boat models were on display and many of those participated in the boating skills competitions.

It was a record-breaking attendance and the number of people and boats participating had organizers scrambling. But the Barrie regatta was certainly a resounding success and was a great opportunity for our members to network and share tips with boaters from across Ontario.

Among all of the RNM members who made the 4½ hour trek to Barrie, special congratulations must go to Ted Scrivens who won a second place award for his beautifully crafted Type 9 submarine.

Club executive re-elected

Members have opted for the status quo when it came to the club executive for 2002. At the October 3 meeting at the Museum of Science & Technology, members agreed that the club executive shall remain unchanged for the next year. As a result, all of the existing 2001 executive will remain for 2002.

The club executive for 2002 are Tony Mitchelson, President; Ted Scrivens, Vice-President; Geoff Hardy, Treasurer and Richard Lee, Secretary.

Modified timer prevents over-charging

At the November club meeting, Ed Wilhelm demonstrated how he rewired a standard electrical timer to prevent over charging of batteries. Ed has always used regular, inexpensive timers to shut off his battery charger after the correct amount of time. However, left forgotten, the timer turns back on again the next day and continues this 24 hour cycle endlessly.

Ed's solution to forgotten batteries on the charger was to rewire the small motor inside the timer to operate from the *output* current rather than the *input* current of the timer. As a result, once the timer shuts off after its cycle, electricity to the timer motor is also shut off and the timer cannot turn on again the next day.

So even if the batteries are left on the charger for weeks, no harm can occur. A simple solution to an age-old problem!

Fast charging is better for NiCads

The story of slow-charging is a remnant from the early NiCad days when these cells did not have the quality and endurance of today's cells. Also not known was the knowledge how these cells were to be treated and the slow-charge was merely a precaution to prevent explosions. In the old days, it was also believed that Ni-Cad cells would all charge equally if slow charged. With today's new generation of Ni-Cads, slow charging is not only totally unnecessary, it is also *not* recommended.

Slow charged cells have the tendency to become "lazy" and start to provide very low discharge voltages. Concurrently, the current to the motor is also lower which mimics a longer use of the pack but in reality the speed is gone. (And you thought you had to look for a faster motor... NOT!) The last couple of years, however, NiCads have improved drastically. They no longer hold the so-called memory effect and are manufactured with higher standard compounds. They still require your attention and good maintenance practices though!

For most NiCads, a rapid charge rate is considered to be a rate equal to the capacity of the battery. Therefore, a 2000 mA pack requires a 2 amp charge rate for a rapid charge to occur. Some chargers can provide charge rates as much as 10 times the capacity of the battery and this is referred to as a "quick" charge. This is sometimes the normal practice with the packs used in powering electric models.

Some cells are better at accepting a quick charge than others and these are usually denoted by being an "R" type cell or "SCR". In quick charging NiCads, however, one has to be very careful to ensure that they do not get overcharged. Applying these high charge currents to a battery that is fully charged can at the least ruin the battery and could result in an explosion at worst. For this reason, it is essential that a Ni-Cad pack be discharged before being quick charged.

HERE'S A HOT TIP!

If you use a lot of thick cyanoacrylate adhesives, you may find it going "bad" on you now and then. Don't throw it away, as so many modelers do! Just reactivate it. A drop or two of thin CA added to the "bad" thick CA will bring it back to good-as-new life as soon as the bottle is shaken vigorously.