



The Bilge Pump

The Official Log of the Northwest R/C Ship Modelers

April, 2011

ACTIVITIES AHEAD

DATES OF INTEREST

May

- 2** Skagit R/C Group
7 pm PUD, Mt Vernon
- 5** NWRCSM Meeting
7:00PM, Galaxy Hobby
- 8** Fun Float at the
Bellevue Pond
- 14** Tug Boat Races
- 22** Anacortes Festival

June

- 2** NWRCSM Meeting
7:00PM, Galaxy Hobby
- 4** Northwest Regatta
Bellevue Pond
- 6** Skagit R/C Group
7 pm PUD, Mt Vernon

May begins our formal activities for the year. With the warming trend we hope to see more individuals participating in the Fun Floats and any other time they feel like gathering at the pond.

There are two events this month in which many of us participate. The first is the Seattle Maritime Festival which lasts the 10th through the 14th Saturday the Centennial harbor so it is extra special. There are many different events capped off by the tug boat races in Elliott Bay.



A pond is going to be set up on pier 66 in which R/C boats will be demonstrated. There are activities for the entire family and there is no admission charge. The following is a press release from the festival.

World's Biggest Tugboat Races, Chowder Cook-Off, Survival Suit Races, Quick and Dirty Boat Building Competition and Lots of Free Family Fun set for this May during Seattle Maritime Festival

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Don't miss the boat when the world's largest tugboat race thunders along the Downtown Seattle Waterfront! Enjoy the Waterfront Chowder Cook-Off. Check out the survival suit races, a boat building competition, vessel tours, free harbor tours, sea-air rescue demonstration, kid's events, Stories of the Sea, and a container ship full of family fun.

The Downtown Seattle Waterfront is the place to be for the annual Seattle Maritime Festival, sponsored by Seattle Propeller Club with support from the Port of Seattle, from May 12-14, 2011.

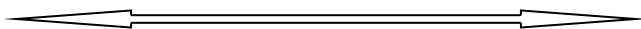
"The festival is designed to celebrate and showcase our maritime industry and the important role it plays in the Puget Sound region's economy," commented Seattle Propeller Club President Marc Warner, LeGros Buchanan & Paul.

This year's Festival celebrates the Centennial of the Port of Seattle. For details of the Port's Centennial Celebration, including a special interactive timeline, visit <http://www.portseattle.org/about/organization/centennial.shtml>.

Capt. Scott Ferguson, commander of Sector Puget Sound, U.S. Coast Guard is the Festival's Honorary Chair and Mark Knudsen, SSA Marine is serving as the Festival's General Chair.

The Maritime Festival is a unique combination of industry events and free public activities during May. Most of the public activities take place on the Family Fun Day on Saturday, May 14, from 11 a.m. to 5 p.m. at Pier 66/Bell Harbor Marina, on the Downtown Seattle Waterfront. There is no admission charge.

The highlight of the Festival and Family Fun Day is the annual tug races. This year, over 30 tugs and workboats are expected to participate in the 26th Annual Seattle Tugboat Race Championships.



The second activity is the Anacortes Waterfront Festival, occurring on May 22nd and 23rd. This is another of our State's communities celebrating their nautical heritage. Our Skagit brothers are very active in this festival and invite us all to come and participate. The following is an internet address for more information.

<http://www.anacortes.org/wff/waterfront-festival.cfm>



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from the Quarter Deck by Allan Wing

The weather is slowly warming, honest, and the major events of the year are just around the corner. This month we have two activities which need some of our attention. First is the Tug Boat races (Seattle Maritime Festival) and the second is the Anacortes Waterfront Festival.

Our flagship event is then just around the corner, The Northwest Regatta. Skippers should be planning their strategies and doing some practicing of precision control. Fun floats are a perfect time for this type of activity. More information will be forth-coming on the specifics of the competition.

We still would like input for our *Tips & Tricks* feature in the newsletter and ideas for demos at our monthly meetings. This club is your club and needs to have participation from all to make it interesting and remain a viable entity. It only takes a few minutes of your time but it adds a great deal to the strength of the club.



Who is responsible for this craft? Where and when?



Club Officers

President

Allan Wing

Vice President

Lee Stewart

Treasurer

Ed Maurer

Membership Data Base

Gordon Canney

Webmaster

Mike Jones

Newsletter Editor

Lee Stewart

Skagit R/C Meeting Contact

Keith Schermerhorn

Website:

www.shipmodelers.com

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UNPAID DUES

As of Mar. 28th, 2011

LEONARD BAINTER

PIERRE COTE

TRUXTUN CRAVEN

BEN FLODQUIST

RANDY FLODQUIST

ROGER FORLINES

DOUG GUNTER

TIM JUSTICE

JOHN KELLY

SCOTT LEE

LAR MALLEIS

LARRY MASSETH

BURT MAXWELL

ROBERT MAXWELL

CARL MEURK

ZACK RIPPERGER

MARVIN WALDEN

April Minutes submitted by **Dr. Ron Bray**

The meeting started promptly at 1900 hours with our commodore, **Allan Wing**, officiating. A visitor, **Bill McCall** was introduced. The theme for the evening centered around discussions relating to membership issues since our active membership has fallen from 80 or so to 62 over the past two years. **Phil Northrup** suggested that we somehow find a way to keep the old salts from passing on. Several suggestions ensued with the idea of somehow offering incentives to promote and retain members.

The idea of limiting member only access to the website where the news letter and technical articles are published, was expressed, however the welcome, calendar and schedule of events would be left for all onlookers. Another idea was to e-mail the newsletter to the dues paying members. Some members would like to have a hard copy of the newsletter mailed to them but, the issue of cost arose again and was the reason it was posted on the web in the first place. Rather than raising dues, the idea of perhaps an additional nominal fee to cover mailing costs was raised. For the regatta event the idea of charging nonmembers a higher registration fee to offset the cost of hosting this event especially the cost of food, beverage and trophies was mentioned. **Tom Stevens** volunteered to chair a membership committee which would assist in keeping delinquent members in the club . Several others volunteered to help him. Any suggestions should be sent to Tom.

A push was made to obtain media coverage for the regatta, thus hopefully stimulating interest in prospective members. Emphasis was expressed in producing a better handout with more pictures to be passed out at club activities to persons expressing interest in joining our club. However, cost must be considered as the color ones we currently have available cost around \$1 each.

Discussion turned to the upcoming regatta and Allan brought everyone up to speed and indicated he had a number of donations for the raffle including those from Interstate batteries, Ram, Dumas, All Batteries and the club. Anyone with ideas for donations or wishing to make a donation should contact Allan. The course, judging, food and beverage will be the same as last year. Again, the overall winner will be the one with the best combination score for static judging and navigation.

This weekend's fun float, 4/10/11, will be the Springer event, weather permitting. **Doug Wilson** gave a rundown of the event as planned by his son Scott, who won the last event.

Bob Wickham demonstrated how to build a stuffing tube and indicated where to purchase supplies. Sintered flanged bearings for 3/16 shafts and inserted into #134 (11/32) brass tubing can be purchased from Tacoma Screw. Another method is to purchase progressively smaller brass tubing that fit into one another, #132 (9/32), 131 (1/4), and 130 (7/32). The shorter inner sleeves can easily be replaced. Brass or nylon washers should be placed

between the prop and stuffing tube and the collar and shaft tube, on the other end, in order to keep from destroying the tube and prop through wear.

After the break, it was show and tell time with **Cliff Elowson** describing his progress on his Lindsey Foss hull which he won as a raffle prize from Loyalhanna Dockyard.

Bob Wickham discussed his Mississippi river boat which he cut in half to lengthen it 4 ½ inches, to accommodate his batteries and other operational equipment. This boat has three props, nine rudders, three 7Ahr, 12 volt batteries and a complex linkage to operate the rudders.

Allan Wing displayed his push boat that is similar to Mel Suelzle's Red Bull. He made the cort nozzles from PVC pipe and demonstrated the functions of his 6 channel Airtronics rock crawler radio which enables him to operate each prop or rudder independently or as a slave function, utilizing a single stick. He has two 800 motors with direct drives and a Viper 40 ESC's.

Phil Northrup showed a jig, utilized in making stairs, and his new pusher boat with belt drives, Dumas motors and Viper ESC's. He demonstrated how his lighting system could be turned off and on using a servo and micro switches purchased from All Electronics. He also shared a modified Dickey tug with a unique detachable wheel house and punched out circles of aluminum speed tape to cover screw holes in the deck.

Mike Jones brought in his model of the Preston, which is coming along nicely. He discussed his plans to build the steam engines and how to remove the entire operating mechanism en block. There was considerable discussion regarding this project.

Dr. Ron Bray showed the progress with his Lindsey Foss over the past six months. The VSD drives are installed and connected to the servos. The fire monitor pump, bilge pump and cooling fan are installed and work is progressing on the superstructure. A problem with painting the deck was discussed as considerable wrinkling with the second coat was noted.

Tom Stevens brought in a tug model built by **Gerhard Ericksen** and modified by **Dusty Graham**, which he bought at the Skagit swap meet last Monday. He also demonstrated how to build a water tight stuffing tube employing an o ring in brass compression fittings.

Mel Suelzle brought in a jar of Xacto blades for distribution, which were sent to him by a member of the Portland group.

The meeting concluded at 2110 hours, the chairs stacked and we then departed the Galaxy for our terrestrial habitats.

TIPS 'N TRICKS

This feature, of our newsletter, highlights member's suggestions for making modeling easier and more fun.



Good ,detail paint brushes are expensive. This tip from **Tom Stevens** will insure they are kept in excellent shape and ready for use. “ Pickup some very small CA glue tips at the hobby shop and use them to protect your long - fine detail brush tips. Moisten the bristles so they taper to a fine point. Place a CA tip over the brush. It will slip into the cap and never get damaged.”

Making sharp, straight cutouts is sometimes a challenge. Especially when working with plastics upon which straight guides tend to move easily. I rely on a simple tool to help in this process. I glue a strip of fine sandpaper to the back of a 6” steel ruler. Clamping this to a rough cutout, I you can run a sharp Exacto knife along the steel rule and insure the cut lines are very straight. When making many cutouts of the same size (windows), taking the time to make a template of .015-. 020 brass will insure uniform, well shaped opening. **Mel Suelzle**



A small block plane is a very handy tool for a modeler to have. With the blade sharp and set for a light cut, it can't be beat to clean up a cut or sawn edge of plastic or plywood. The task of tapering planks is made easier by clamping the plane upside down in a vise and drawing the plank across the plane. You can control the tapering process down to a very long sharp taper. My block plane is always within easy reach during my building phase of modeling.

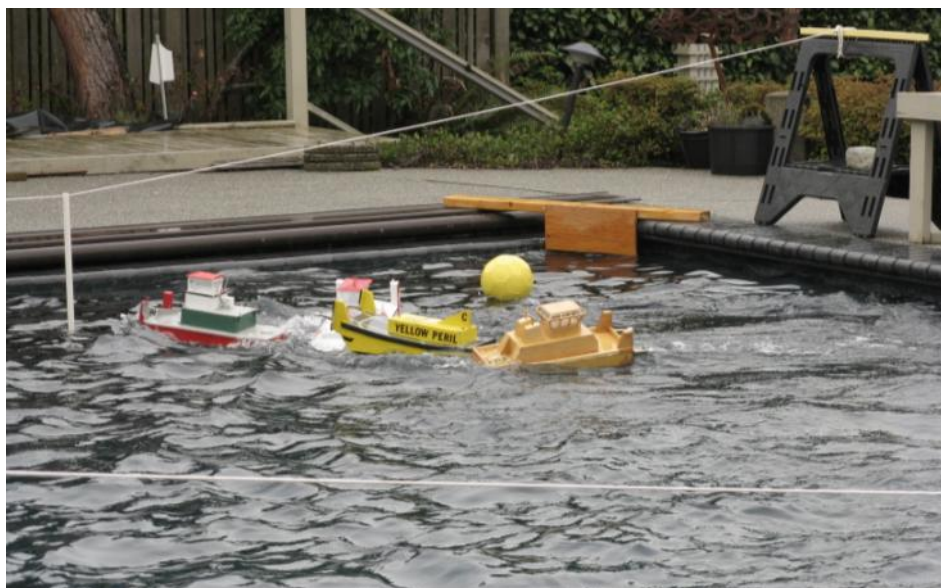
Mel Suelzle



Members are encouraged to share their tips and tricks for publication. Please keep you submissions brief and to the point. Include your name so members can contact you for more information. Please submit your information via email to tips@shipmodelers.com

More Winter Springer Polo — Allan Wing

Saturday March 26, we had another Springer Polo Match at Dennis Chinn's pool. It was cool and raining. We had a small turn out with just 5 people, but we had fun. We ran a rather disorganized melee. We were trying to run the boats from under cover, to avoid getting too wet. Those in attendance were our host, Dennis, Earl, Mel, Darlene and myself. We ran for over an hour with plenty of action. About half way through Mel suffered a major meltdown. He had mounted his battery such that it pinched his water cooling supply. His boat let out with a terrible noise and just stopped. He found out that an electrical connection had come loose, which caused it to stop. Other than that there was the usual minor damage and parts broken off the boats.



A Challenge at the Border

On March 13th, Bob Wickham and Alan Kinsman joined this olde scribe for a jaunt to the hobby store in Burnaby, B.C. The intent was to check out the current supplies of such necessary items as motors, bow thrusters and fittings. We got a 10:00 AM start so the traffic was not a factor, the day was sunny with some large white clouds to make it interesting and we proceeded through the border crossing in about five minutes.

When we reach the hobby store, after a couple of course recalculations, we began perusing the counters and shelves with determined precision. Bob found a few items which he had on his list and not to be out done, Alan too found a couple of items. I had no list so was content to watch my cohorts fondle the merchandise with which they intended to return to the States.

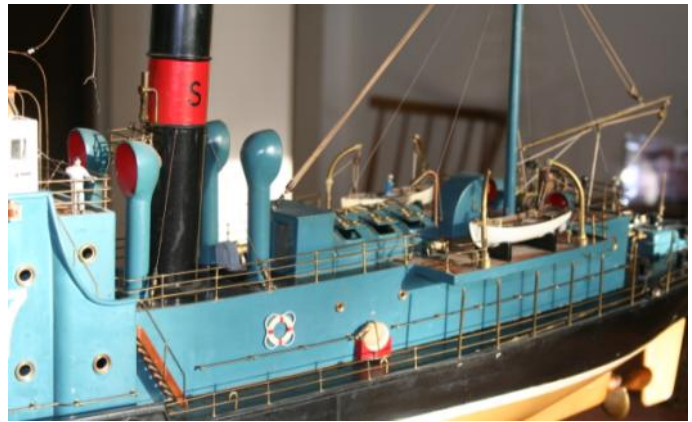
Bob, in his roving of the store asked Dave Tarvin, the shopkeeper, if anyone has bought the steam powered boat he had had for sale. My ears perked up immediately. “What steam powered boat are you talking about”, I asked. We went back to the office and I was shown a 53” Saito model of a Japanese whaling boat of the 1940s. It was complete. It had a Saito three piston steam engine, boiler, burner, R/C and it only needed some minor repair to some of the railings and rigging. It was beautiful! I said to my cohorts, “I think we should take that home!” I didn’t get any response from anyone. A few minutes later I repeated my statement and then asked Dave what the price would be. Well, bottom line is that we were soon carrying it out to my truck, attempting to determine where the boat and Bob were going to be in the back seat. Once it was determined Bob did not have to sit in the bed of the truck, we now had to navigate the border crossing. I had a receipt for the “repairs” to the boat, which I had had done at the shop, if I were asked about it.



This crossing was not as fast as the morning one, as it was now about four PM. Everything was going smoothly when we reached the booth, with the agent asking us about our purchases, until Bob, from his back seat position, asked the agent how much in value we could bring back. The agent, wishing to show his complete knowledge of U.S. Custom laws, rose from his seated position, in the booth, and

began a dissertation on the full code of the tax book as he approached the truck. On and on he went, leaving no doubt he knew his job with precision. My heart was beating faster as there was no way he was not going to see the boat, stretched from the rear seat up between Al and myself on the arm rest, which had not been mentioned in the previous declarations. There were going to be questions and I would be faced with a decision as to how I would answer them. Finally, our customs agent wound down to a point where we were able to thank him for his information and to tell him we would be the very best informed travelers in future border crossings. As I drove away from the booth, I could not understand why we were not now parked in one of the many examining stalls or pleading my case to one of the officers in an interrogation room.

We finally realized that our agent was altitude challenged and had not been able to see over the window sill of the back door, into the truck!



The model is now safely resting on my dining room table until I have the chance to do the repairs and then check out the steam engine. Upon doing some research on the internet, when we got home, Al and Bob agree that I made a fantastic purchase.



An Opportunity Awaits

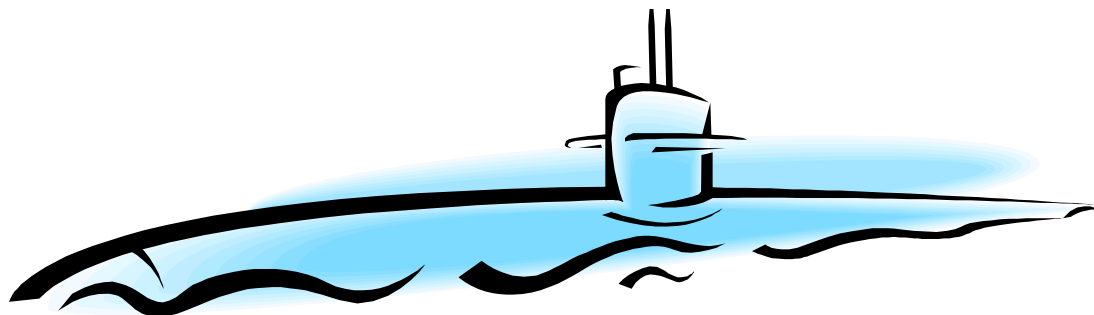
We have received communications from a previous member, **Mike Hoyne**, that he has some kits he would like to sell. Mike currently lives in Garden City, Idaho, adjacent to Boise, and says he can get the kits to Seattle without any problem. Many of the kits have the fitting, motors, speed controls, etc. If you have any interest or wish to ask some questions, Mike can be reached at the following:

Tel: (208) 854-1893; Email: johnmhoyne@msn.com

<u>Maker</u>	<u>Model</u>	<u>Price</u>
Billings	Colin Archer no. 414 49"	\$400.00
Billings	Smit Nederland no. 528 Motors, Speed Controllers, Servos, Batteries, Radio, etc.	\$500.00
Graupner	Tito Neri 38" 900 Motors, Z Drives, Parts Kit, Bow thruster, Servos, Water pump, Robbe F-14 Radio	\$1000.00

Mike has two of the following kits:

Mantua	Anteo 35" All wood kits (main instructions in Italian)	\$375.00/ea.
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2011 SPRING SPRINGER COMPETITION



**Last Minute instructions
from the Committee**



Our Champion!

The official opening of the spring season for our club is the annual fun float/springer event. To add to the uniqueness of the event, the previous year's winner gets to design the event course. The Fun Floats are just that, a time for people to gather, some a little early and a few a little later than the main contingent. The float started around noon with a good gathering: Scott Baumann with his son, daughter and dog Kirby, John Nygaard, Norm Hiatt, Ingvar & Lillian Sjong, Dr. Ron Bray, Cliff Elowson, Jim Sisley, Bill McGee, Bob Wickham and Scott & Doug Wilson who were putting on the event. Scott Wilson had won the event in 2010. Also in attendance was a prospective member, Bill McCall who has been at the meeting last Thursday night. The competition started at 1pm and the first up was Al Kinsman who set the time of 3 minutes 10 seconds. Dr. Ron had a 6:25. Allan Wing did a fine 4:06, Darlene Wing had a 6:44 (I am glad I did leave before she ran) and the final contestant was Mel Suelzle with a very respectable 3:58. Guess who gets to do fall event in September?

Congratulations All!



The Kibitzers

Membership and Renewal Form

Dues are \$25.00 per year

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