

# NORTHWEST R/C SHIPMODELERS

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## July 1994 Newsletter

### SUMMER CALENDAR

#### July

North end meeting	7/7	Innis Arden
North end float	7/10	Bellevue
South end float	7/14	Steel L.
<b>Spokane Regatta</b>	<b>7/24</b>	<b>Spokane</b>
South end float	7/28	Steel L.

#### August

North end meeting	8/4	Innis Arden
North end float	8/7	Bellevue
<b>Burnaby Regatta</b>	<b>8/6&amp;7</b>	
South end float	8/11	Steel L.
<b>Portland Funfloat</b>	<b>8/21</b>	<b>PDX*</b>
South end float	8/25	Steel L.

#### September

North end meeting	9/1	Innis Arden
<b>Harbor Days</b>	<b>9/3</b>	<b>Olympia</b>
North end float	9/4	Bellevue
South end float	9/8	Steel L.
V.M.S.S. Regatta	9/10	
South end float	9/22	Steel L.

**Harbor Days Tug & Workboat float**  
**Saturday, Sept. 3**

**Victoria Model Shipbuilding Society,**  
**1994 Annual Regatta**  
**Sat. & Sun. Sept. 10 & 11 1994.**

## PACIFIC NORTHWEST

### MODEL TUG COMPETITION

Sponsored by TIDEWATER BARGE LINES

Hosted by

Spokane Sail, Scale & Steam Boat Club  
July 24, 1994 starting at 10:00 AM

This year "**Chief**" Parker and the boys from Spokane are inviting tug and workboat drivers from all over the Northwest to attend their fine regatta.

The regatta will be held once again in Manito Park, a beautiful location with a formal rose garden and an oriental garden. This would be a good opportunity to bring your wife or girlfriend as there is stuff for them to do while you focus on the regatta.

Competition will be divided by size into three classes:

**Class 1-** Tugs 24 inches and under

**Class 2-** Tugs 24 to 36 inches

**Class 3-** Tugs 36 inches and over

As the above breakdown implies, this competition is for tugs however towboats and workboats can enter.

The regatta will be held on **Sunday, July 24** with registration starting at 9:00 AM and competition starting at 10:00 AM.

Registration fee is \$4.00 for the first boat and \$1.50 for each additional boat entered by a skipper.

This is a FUN regatta. Members of our club have participated each year of this event and a great time.

If you have a barge, bring it and be prepared to "do the buoys", pass through a dogleg channel and dock and undock.

The competition is good, the course is fun and the hospitality is great. Several

members are planning to attend, including myself so look forward to seeing you there.

For more information, you can contact Chief Parker at (509) 924-4255 after 5:30 PM. You can also call Mike Moor 838-3651. I was there last year, I may be able to answer your questions.

**Portland Funfloat,** August 21  
Westmorland Pond

This is a good chance to meet model boaters from Portland. Last year this float coincided with the Spokane regatta and split our club's participation.

The float takes place on a unique pond built for practicing fly fishing and is located in a park. More info on this one later.

<b>President's Notes</b>	
	Steve O'Connell
Daytime phone	(206) 867-0232
Daytime fax	(206) 867-0371

No news from the "Head Shed" this month, Steve has been committed to a bunch of out of town business, so we let him off the hook.

<b>From the Editor</b>
Mike Moor

**THIS SPACE INTENTIONALLY LEFT BLANK**

**Meetings and Floats**

**June 2 North End Meeting**  
This month's North End meeting was held in Bob Jacobsen's palatial work shop. Ennis Arden was unavailable so Bob generously

offered his shop as an alternate site, thank you Bob.

13 people showed up for the meeting, here is a rundown of who and what.

One of the folks that didn't show was our illustrious leader **Steve O'Connell**. He was selfishly out making a living for his family.

Fortunately **Cliff Shaw** was on hand to take the helm.

Cliff announced a submarine regatta on June 18 and 19. That was a week ago, oh well.

Cliff handed out two of the outstanding trophies from the May Regatta; **Robert Osmond** received an award for his FIRST place in his class Navigation course and **Phil Northrup** received his award for his share of the three way tie for third place. One plaque is **s t i l l** to be awarded for that third place tie.

**SHOW & TELLS**

**Michael Lyon** displayed an all brass sailboat with light and a fans to blow the sails. Michael also brought in some Evercoat, a two part filler/ molding compound very similar to Bondo. Evercoat is easier to sand and it is white. This makes it easier to cover with paint. I have used this stuff myself and find it very nice to work with. It is more expensive than Bondo, but the extra expense could easily pay off for some jobs.

**Bob Jacobsen** showed off his Graupner "Pegasus" submarine model. Also Bob showed off some plastic kits including some from Star Wars.

**Bud Lynn** did a little merchandising of his new Zellene fiberglass panel material. Bud is about to put this stuff on the market. An information release will be going to model magazines soon. Remember, you heard it here first.

**Dennis Lunde** brought along some of his excellent cast fittings and some fiberglass hulls. Remember, Dennis sell his fittings as part of his business **Pearl Ship Models**.

You will soon see more of Dennis's hardware on the pages of Troy Water's *Harbor Models Catalog*.

**Andy Paris** has some nice warship blue prints available for the cost of copying. The prints include the German warships Bismark, Graf Spee and Schornhorst. WWII vintage British warships include: Howe, Repulse, Vanguard, Hood and a British "Country" class cruiser. There is also a 1/4" Scale Cottesmore (1988).

And last, but no means least our Far East Fleet Commodore "**Wrong Way Phil**" showed up with a **Port - Starboard hat**. The socks weren't enough for you Phil? You and Bruno will make a great pair on a voyage, if your hat blows off Bruno can raise his cuffs. Anyway, thanks for the fashion statement **Phil Northrup**.

**June 5** **North End Float**

Well it really pains me to report this one. The North End float was attended by three (3) members. Hardly enough to carry on a good conversation. Although the list of attendees is long, I'll include it.

**Joe Reidi** brought his newly completed ice breaking tug *Mary Jean*. Joe built this boat from scratch, "plank on frame" and he did a good job. The *Mary Jean* is built in 1/48 scale, is 35 inches long and has motor sounds radio controlled horn and a really slick mechanism for the rotating radar. Reports are that the *Mary Jean* ran "FLAWLESSLY".

**Mel Sulze** ran his Smit Rotterdam. The S. R. has dual rotating radar and trainable water cannons. With all of that radar out there (and no German warships) I'm sure there was no problem with collisions at sea.

Robert Osmond brought his fleet with him:

The E.M. Ford a model of the oldest operating steam powered ore boat on the Great Lakes. Robert built the E. M. Ford 13 years ago. I guess that makes it the oldest operating model ore boat in your fleet. Robert also showed up with a 12 inch long model of a Mississippi River tow boat, also 13 years old. Robert's Warwick tug was also on hand.

Maybe for the July float we can muster some South Enders to Bellevue and make it an even half-dozen.

**June 9** **South End Float #1**

All you would want in a summer float, great weather, lots of boats, lots of admiring spectators and no major problems. A great way to start the South End Summer Season.

**Gerry Sager** brought his oil rig supply boat, a model of a boat built by Halter Marine in Louisiana. The boat ran well.

**Brad Young** brought his big fire boat *Duwamish* and it operated perfectly all day. Let me repeat that "it operated perfectly all day" Spouting water from every side and corner, the *Duwamish* was impressive and a real crowd pleaser. Brad was even able to subdue his use of the siren to a tolerable amount.

The heavy cruiser *Alaska* made an appearance for the first time since last year. This is another one of **Andy Paris's** very big warships and now he has removed the gear drive and increased the *Alaska's* speed considerably. I say this as a warning. Just what Andy needs is a faster, bigger warship.

In the continuing tradition of "the Heavy Cruiser" the *Alaska* followed in the wake of its smaller German cousin *Prinz Eugin*. The *Alaska*, steaming at high speed and true to form, zigged when it should have zagged and T-boned Brad's big fire boat. Despite a sickening crack, both boats left the scene

Comment [M1]:

Comment [M2]:

under their own power and with no apparent structural damage.

The Olympia fleet was very well represented, **Jerry Julian, Jim Elder, Vick Lanza and Earl Jensen** driving all the way to Steel Lake. Jerry brought his open workboat *Misuri* which ran well. Vick brought the *Shelly Foss*, running with and without lights.

The *Paterson* and *Seguin* from **Ray Nelson's** fleet were on the lake and was credited with one salvage.

**Josh Perry's** very small Gulf Coast fishing trawler went dead after taking water. Because this small boat has very little freeboard even with dry bilges, this rescue would be a delicate one. Who better to handle this tricky salvage than *Big Ray*, and in short order the little trawler was balanced on the sharp bows of the *Seguin* and safe in port.

We had a potential new member, **Mr. Bob Fox** who is just starting scale boat modeling with the Midwest tug. We hope the bug bites Bob.

**Mike Moor** was on hand with the *Naupaka* and **Bud Lynn** showed up for moral support and good conversation. Bud is currently involved in several projects including: a couple modeling related business ventures. One is the *Zellene Fiberglass Panels* first introduced last month. Also, Bud demonstrated a little concoction his chemist buddy whipped up earlier in the day.

**"the motor just kept on running, not just running but churning while fully immersed."**

Bud whipped out an electric motor, 12 V battery and a pail of fresh water and a plastic container filled with a mysterious liquid. Bud proceeded submerge the motor in this "Jungle Bilge Juice" , then hooked the motor up to 12 V and drop it into the pail of water...

Well, I have been around Bud long enough to know that anything is possible, and sure enough, the motor just kept on running, not just running but churning while fully immersed.

More about this product in the article NEW PRODUCTS, future newsletter.

## **June 23 South End Float #2**

The skies were gray and threatening, even occasional raindrops fell at the start of the float. Perfect weather! It keeps the crowds down and makes parking easier.

As I walked up to the group of boaters, everyone was saying, "You missed it" and "You should have seen it".

Apparently, **Andy Paris** had talked **Bud Lynn** into driving his heavy cruiser *Alaska*, while Andy took his DE for a spin.

I probably don't have to finish this story, anyway in an attempt to "steam in formation" the DE changed course, turned hard and rammed the *Alaska*. Obviously the little DE came out on the short end of the encounter.

Even though the DE T-Boned the *Alaska* the DE almost didn't make it back in. In fact a large part of the superstructure is still lying on the bottom of Steel Lake. The impact also broke the motor mounts on the DE.

Does this all sound familiar?

Also present for the Thursday night float was **Ray Nelson** who spent most of the evening helping other skippers with building problems. **Dave Smith** brought his STILL unfinished Amsterdam and occupied much of Ray's time. **Bob Fox** came back with his Midwest tug. Bob has almost finished the hull and had some questions about battery and motor placement.

**Gerald Sager** brought his Chris Craft and his crew boat. **Jim Larsen** showed up for emotional support, even though he didn't bring a boat he had a good time watching the rest of us.

**Dennis Lunde** came over from Bremerton. I asked him to bring his parts board with him because I haven't seen his inventory. Dennis had five or six sheets of parts, and they were great from chocks to coffee pots and from operational blocks and turnbuckles to bits, bollards and Search lights. If you need deck hardware, give Dennis a call.

Also present was **Brad Young**, who drove his fireboat way, way, wayyyyyyyyyyyyyyy out on the lake, and it came back! **Mike Moor** brought the Naupaka which did some wind sprints with Andy's Alaska. **Gene Lemmon** brought his Seguin which ran great.

All in all a good float, the weather cleared, and we stayed till the park closed.

**ANACORTES WATERFRONT FESTIVAL**

As advertised, our fleet footed reporter at large, "**Scoop**" **Benthien**" attended and documented the Anacortes Festival. Here is his report.

I arrived in Anacortes at 7:00 PM on Friday.

**Ray Nelson** was the only other club member on-site. Ray was looking over a selection of small diesel engines, probably calculating how he could get one of those babies into the Franklin.

Saturday morning Ray and I were the first ones to show up. Saturday's weather was most incredible, the cool and cloudy morning soon turned to a warm sunny afternoon.

By 10:00 tables were starting to fill up with boats and there was more boats in the water. 32 boats showed up on Saturday and by Sunday the count raised to 40 with the arrival of Canadian skippers.

One Anacortes skipper **Ray Robinson** alone had six boats on display. One of Ray's boats is a sailboat he built for his son back in 1932. Ray used to sail this boat between Anacortes and Guemes Island, a distance of about a mile. Ray would hop in his skiff and chase the boat to the island.

Some of the boats getting attention include:

Foundation Franklin	R. Nelson
Paterson	R. Nelson
Seguin	R. Nelson
Leading Lady	J. Julian
Island champion	M. Dean
Island Guardian	B. Dean
Ocean Pioneer	R. Burchett
Seaspan Regent	R. Burchett
Wawona	?
Preston	?
Puget	?

Once again **Brad Young's** fireboats were a big hit. Running the harbor with siren and streaming fire monitors, pleasing and soaking the crowd.

Sunday brought the judging (results were included in last month's newsletter). The usual banter was heard from the skippers on the pond, however no accidents or incidents occurred. Whispers among the crowd attributed this to the absence of warships.

The Anacortes waterfront Festival had much more to offer: live music, miniature train rides, small boat building and repair and arts and craft sales in town.

All in all a great activity. Many thanks to **Keith Schermerhorn, Wayne Martin** and crew for all of the hard work.

**Crowley Cup**

The prestigious San Francisco Model Yacht Club sponsors this regatta focusing on tugboats and pusboats. Historically this event has been a benchmark for other West Coast R/C regattas. A large turnout of boats and skippers, serious competition on difficult and complicated courses and generally a big deal.

This year was a little different. Lou Magnabosco attended the regatta in conjunction with a family vacation and submitted an interesting report.

Apparently official registration included only 26 boats, TOTAL. The course was

interesting but not spectacular. According to Lou didn't come close to the quality layout at our May Regatta. To top it off, the whole affair was over, lock, stock and barrel by 1:30 PM.

There was a Saturday night pre-regatta party / dance / dinner, but pond side rumor has it that the party attendance was considerably smaller than the float.

What the regatta did have was "Vendor Booths". Harbor Models, Workboat Models and Plake Enterprise were on hand to support S.F.M.Y.C. Lou was able to talk with them, conning catalogs and info where ever he went. Maybe we can get some vendors to the May regatta next year.

**ATTA-BOY**

Because I have no report of an Atta-boy from the North End meeting, I'll nominate: **Mr. Robert Osmound** who not only sent me a report on the North End Meeting but also one for the North end float. If you know Robert, he is not one to divide his boat operating time with the trivia of newsletter reporting. I suppose the *light* turnout helped a little.

Thank You Robert.

**BENT PROP AWARD**

What can I say, If you haven't read the minutes for the South End Floats, read them now.

And once again, **Andy Paris**

**THIS PROPS FOR YOU**

There should be a "Good Sports award to go along with this, or more appropriate a copy of the Coast Guard's "Rules of the Road".

**BOAT OF THE MONTH**

**Edited from a magazine article by Andy Paris**

**Foss 300' Crane Barge & Shelly Foss  
Built by Vick Lanza**

The barge is built, operated and pushed around by **Vick Lanza**. Vick, a South Ender from Olympia has more than a hobby interest in tugs and barges. As an Operating Engineer Vick runs cranes, both on land and on barges and has done this for the past 35 years. It can be said "He knoweth of what he builds".

**SHELLY FOSS**

This "SHELLY" is not a kit despite the availability of the Dumas kits of the Foss tug, Vick scratch built his Shelly to his personal requirements. The plank on frame hull houses twin Dumas motors driving a 3:1 gearbox which turns counter-rotating, 4-bladed brass propellers. There are two rudder also constructed of brass.

On the water Vick's Shelly is very attractive with features including a fully detailed wheel house, operating deck and navigation lights, rotating radar and operating "smoke". This tug by itself is worth taking a close look at, but don't stop there. Everyone has a tug (or should), so Vick wasn't satisfied and added a little extra.

**FOSS 300' STEAM POWERED  
CRANE BARGE**

Being a crane operator in full scale Vick went on a busman's holiday and built a scale crane on a barge. The barge is five feet long, constructed of 1/8" birch and mahogany door skins. The main deck top surface is grooved to appear like deck planking (and does). The crane, like the Shelly has operational smoke, coming from the big stack. Vick generates the smoke in both vessels with smoke generators from large scale "LGB" steam trains.

Operating features of the crane unlike the prototype are electric, powered by batteries

within the hull and servos driving the crane boom, crane rotation, and cable reel action.

Vick had the crane barge at the May Regatta and was operating the crane, loading and unloading container units by radio control. A reasonable question to ask is "how does he hook and unhook loads from the crane?"

Smoke & Mirrors, not quite MAGNETS. Vick has arranged magnets of different strength and a metal barge deck to hold and release the containerized load. If you want more details, ask Vick.

So if you are navigating South Puget Sound and happen to pass the Shelly Foss pushing a 300 foot crane barge, wave, I'm sure Vick will wave back.

**WANT ADS**

**FOR SALE**

Fiberglass tug or fishing boat hulls including:

- BANDARA 1:32
  - CROWLEY'S INVADER CLASS 1:32
  - SEASPAN REGENT 1:32
  - IMARA KIT 1:32
  - ROYCHESTER (ENGLISH TUG) 1:48
- also many warship hulls
- IOWA CLASS 1:125 (86 inches)
  - Destroyer FLETCHER 1:96
  - Destroyer PORTER 1:96

Wide assortment of metal workboat and warship deck fittings.

For prices contact Dennis Lunde  
(206) 779-2719

**FOR SALE**

6 volt gel cell batteries.  
Two each  
6 volt , 6.2 AMP hr  
1-3/4" X 2-3/4" X 4" \$6  
Smaller boats,  
Chargers are not included.

If you are interested contact  
Mike Moor at 838-3651.

**FOR SALE**  
**BRASS SHIP FITTINGS**  
1:1 SCALE

Including: Hand wheels, gauges, and more.  
Contact **Bud Lynn (206) 756-0316**  
Bud will bring an assortment of parts to the next few meetings and floats.

**SHIP BUILDER WANTED**

If you are interested in being paid to build a model ship, here is a possible opportunity.

Mary Jaspers from Lihue Hawaii is looking for a modeler to build some boats for her. She is looking for sailboats, either sloops or ketches, either old or new. The boats can be from two feet to eight feet long, but she is specifically looking for three boats, seven to eight feet long.

This info comes via our own **Scott Baumann** who read an article in the Center For Wooden Boats magazine, *Shavings*.

Whether this commission is on the up and up, we don't know but it may be a way to earn some money. Maybe Mary is trying to decorate a fancy restaurant or hotel lobby.

If you are interested, here is the name, address and phone.

Mary Jaspers  
2752 Nokekula Circle  
Lihue, HI 96766  
Phone: (808) 822-1703

If you decide to negotiate, consider beforehand what your hourly rate will be.

Newsletter contribution Thanks  
this month go to:

**Andy Paris, Robert Osmond, John Benthien, Bud Lynn, Chief Parker & Scott Bauman**  
but not

**Steve O'Connell**

*Fair winds and calm seas*