

The Bilge Pump

The Official Log of the Northwest R/C Ship Modelers



June, 2012

IT IS ALL ABOUT THE REGATTA

DATES OF INTEREST

July

- 2nd Skagit Meeting
- 5th Club Meeting
- 8th Fun Float
- 28th Spokane - Tidewater Cup

August

- 2nd Club Meeting
- 5th Fun Float
- 6th Skagit Meeting
- 11th Crawfish Festival Tualatin, OR
- 18th Foss Cup

September

- 1st Skagit Meeting
- 6th Club Meeting
- 9th Fun Float

The Regatta is Saturday June 16th at the Bellevue Pond. The committees have met, the decisions have been made, the food ordered, the trophies are in hand, raffle prizes are being acquired, all that remains is to set up the venue and welcome the participants.

To that end, an event of this magnitude takes a number of people to make it successful . I would like to thank Mel, Ron and Gordy for hustling the vendors, etc. for the raffle prizes always a tough job. Scott, Dave, Al and Bob helped hammer out the rules and the course to make this a challenging but fairly run event. The work parties to get the materials ready drew in Dain the every ready "hands on" guy.

The jobs on Regatta day will need some helping hands, but that always occurs. The Judging is in the hands of very capable people and our Harbormaster has plenty of experience.

I look forward to a day of fun and fraternity. I hope the weather cooperates.

See you there!

In this issue:

June Minutes	3
How to Win a Navigation Contest	6

Schedule of Activities for 2012 Regatta

8:30 - 9:30	Registration
9:30 - 10:30	Scale Judging
10:30	Skipper's Meeting
11:00 - 12:30	Navigation Begins
12:30 - 1:00	Judge's R & R
1:00 - 3:00	Navigation (cont'd)
3:00 - 3:30	Raffle
3:30 - 4:00	Awards

Please listen to announcements for any schedule changes.



June Minutes by Ron Bray

The meeting was ushered in by our president, **Lee Stewart** at 1900 hours. Seventeen skippers attended including a new member, **Noel Holley**, who joined in April. He is constructing a WW1 era freighter. No guests were present.

Show and tell started with **Phil Northrup** demonstrating the workings of his Betsy L Foss tug. He brought it over to have help in making adjustments to his radio. **Mel Suelzle** discussed his New York Fireboat build which is nearing completion. Only a few details remain such as his ladder crane and a small rescue boat. There was a brief discussion regarding these vessels in general. Mel's model has been built from scratch using only pictures from magazines and the internet as no plans will be released. **Dr. Ron** brought his finished model of the Jacques Cousteau *Calypso* and demonstrated the functions of the crane for the diving bell, the lighting and propulsion systems, the latter of which predictably malfunctioned in front of an audience.



Under old business there was no report from the waterfront tug boat races as no one in attendance, was able to participate. **Dain Webster** reported on the successful fun float at Lake Hilton and noted that we have been invited to return. Favorable reports on the Anacortes Festival were provided by Mel and Lee. There was a full table of models and good interaction with the crowd. Both **Tom Stevens** and **Burt Maxwell** took operating cranes which were quite entertaining.

Ed Mauer provided a financial report which showed that we are fiscally solvent.

New business. Lee stated that he received an e-mail from **Aimee Eng** inviting us to the Crawfish Festival in Tualatin, the 2nd weekend of August. She and **Phil** really go out of their way to make this one of the best events of the year. A brief discussion ensued extolling the virtues of the event. The remainder of new business centered around the June 16th regatta. All were encouraged to bring extra tent covers, tables and chairs for the food service, scale judging areas and navigation judges. **Phil Northrup** volunteered to be a navigation judge along with **Scott Bauman**. The **Wings** will be obtaining sandwiches, chips, cookies and drinks. Mel volunteered to bring coffee and **Mike Jones** and Dr Ron will bring donuts. **Dave White** will be the harbor master again and will run a tight ship as he has in the past. Scale judges are **Keith Schermerhorn, John Morrison** and Dr. Ron. A layout of the course was presented by Lee and it appears to be a challenge. Skippers' packets were provided containing the rules, course layout registration and navigation forms to be filled out prior to the event. It was suggested that a PDF format be placed on our website for those not able to attend the meeting, Lee has done a lot of work organizing all the particulars for this event and we owe him a debt of gratitude for all his efforts. However, the success of the regatta will depend on a lot of help from our members who were encouraged to volunteer for several of the vacant posts. All in all the event promises to be quite enjoyable and hopefully the weather will cooperate. The meeting concluded at 2025.

There is no limit to the satisfaction of building and operating your own model ship or boat. The fact is, there has never been a “bad” model built by anyone. Every model reflects the builder’s creative ideas and as such is a unique and valuable expression of the **builder**. Good words to remember when viewing another person’s vessel and you feel the need comment on it.

Are you an active member
The kind that would be missed?
Or are you just contented
That your name is on the list?
Do you attend Club activities
And mingle with the flock
Or do you just stay at your truck
And Criticize and knock?
Do you ever work on committees
To see there is no trick
Or leave the work to just a few
And talk about the clique?
So come to Club activities
And help with hand and heart
Do not be just a member
But take an active part!

(Author unknown)

How to win the navigation contest

So you've gone to some regattas and you're getting pretty good at shoving the soccer ball around and you've decided to enter the next big regatta and show 'em how it's done. But what really happens is that you finish somewhere way back in the pack. How do you get up in the front with those other old salts?

Now, understand, I'm writing this without a huge background myself, so you may find fault with some of the things I'm going to say. Certainly my way is not the only way, but here are some tips that I think will help.

First of all, make sure your boat operates reliably and is prepared for the event. Batteries charged, boat and transmitter. Don't leave the transmitter at home. Don't make mechanical changes just before the event. Go over all the screws and fasteners inside the hull and put a wrench or screwdriver on every one. A single

loose setscrew can blow your whole effort away. One of the recent competitors had dead batteries that lasted for about 10 feet into the course, and that was not the only DNF (did-not-finish) for mechanical reasons.

Operate the boat as much as you possibly can at every chance. Find out what it does well and what its weak points are. It's OK to play around, but spend part of the operating time practicing. Learning to make your boat go where you want it is fun too. If it is hard to back up, spend extra time doing that until you can do it consistently. Make big circles, medium circles and hard over circles, all at different speeds. Learn how much room it takes. Do it close in and way out in the middle of the pond. Being able to handle your boat and make it look like a real one under all circumstances is a point of pride and increases your enjoyment of the hobby.

A big portion of the maneuvering points is for docking the boat. Practice making the approach to the dock, and bringing the boat in to a perfect standstill $\frac{1}{2}$ inch away from the dock. Real boats don't bang into the dock: it damages boats and docks. In the regatta just past, the differentiating points were for proper docking—many people had very good runs around the course. You don't need an actual dock; use a barge, the pond wall or any other fixed object to practice your maneuvering skills. Be very attentive to the wind as it affects our little models like a real gale.

When the regatta rolls around, make sure you're all set to go, so there is no panic when it's time to put your boat in the water. READ THE RULES and look at the judging sheet so you know what is expected at each point in the course. Get the course map in hand and visually take yourself through all the buoys. If possible walk around and look at the course from several angles to see how much space is available and where the potential hard spots are. Watch others ahead of you go through the course and follow along mentally. See if you can pick out their mistakes. Oh, and don't forget to READ THE RULES.

Here's what I looked for in judging the navigation:

1. All motions smooth and consistent with the type of boat. Applications of throttle are smooth; speed is prototypical. Even a planning hull boat will slow down when tight maneuvering is required.
2. Entry and exits into turns smooth with no fishtailing to find the proper heading
3. Course line straight as possible to the next turn. Course line is tangent to the turn. This means a minimum amount of wiggling around to get lined up for the next turn.
4. If a reversing maneuver was required to make a turn, was it done in a prototypical way in a minimum number of moves? (This can actually get you more points, because it illustrates a mastery of a difficult problem)
5. As nearly as possible be centered between pairs of buoys. Real boats run in the middle of the channel when there's no other traffic.
6. Prompt response to changing winds, currents, traffic and other conditions. You have to pay attention.
7. Smooth approach to the dock with a gradual decrease in speed, consistent with the type of boat. Prototypical maneuvers during docking, with the captain adapting to wind/current/changing situation. It's OK (or at least I thought so) to take a few tries at getting into the dock, as long as the maneuvers are correcting problems with wind, etc. That happens with real boats. Understand that docking a model and looking good at it is harder than doing the real thing. Don't forget to tell the judge when you consider yourself docked (If required by the RULES)

I hope this is of some help. Everyone's style is a little different. I find learning to do this well is harder than it looks, but that's what keeps me coming back.

John Witt



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