



The Bilge Pump

The Official Log of the Northwest R/C Ship Modelers
www.shipmodelers.com

February 2021

Events Look Ahead

MARCH

4 Meeting by Zoom 7 pm

April

1 Meeting by Zoom 7 pm

May

4 Meeting by Zoom 7 pm

More events information and updates on calendar page later in newsletter and, **Check our website for latest updates at www.shipmodelers.com**



Read about member's projects.



2021 DUES ARE DUE IN JANUARY

Annual dues are \$30. If you have not paid yet, please forward your dues payment to:

Bryan Morse
703 N. 105th Street. Apt. 7
Seattle WA, 98133

Make checks payable to "NW R/C Ship Modelers"

From the Wheelhouse

Robert Osmond

Our Zoom meeting was well-attended by 20 seafarers. It began at Seven Bells. Please try to make it to the next meeting if you can.

We had a visitor, Dave Morton, the editor of the Broadside which is the newsletter for the USS Constitution Model Shipwright Guild in Boston. His club mainly builds static historic ships, but some members race RC Sailboats and a few have scale RC Boats. He



said he enjoyed attending our meeting, though it was late for him since he is 3 hours later than we are.

I would like to announce that we have a new member, Bob Brown. He will try to attend out upcoming Zoom meetings so we can meet him.

Not much new or old business. The weather just keeps getting colder and rainier. Now is the time to test the boats that fit into bathtubs, and put a charge on your batteries so they will work when we start running boats in the spring.

The pond is still dry but should be filled by March like usual. If we cannot get together in Bellevue we might try getting together on a weekday at Lake Tye. In 2020 after COVID arrived several of us went up there and ran along the south shore which is a children's beach. We sat 10-15' apart and had a very nice time running boats. If March comes and we cannot run in Bellevue Pond, I will check with the City of Monroe to see if we would be ok to run there. In 2020 they said it was ok if we socially distanced. I will post updates as we get closer to March.

The Seattle Yacht Club canceled their season opener for 2021, which means that we will not have our mini boat show and running this year.

March Zoom Meeting

Please email me any ideas for discussions about anything relating to ships and boats that you would like to have. I will find out more about having the members that show up being able to use Zoom's screen share. I used screen share in the February meeting to show photos of Peter Freebody & Company fine "varnished" boats.

Fair winds and following seas, till next month.

February 4, 2021 Meeting Minutes

By Ron Bray

Our commodore, **Robert Osmond**, successfully orchestrated a zoom meeting with 20 members and one guest in attendance. We had the pleasure of a guest, **Dave Morton**, Broadside newsletter's editor from Boston representing the USS Constitution Model Shipwright Guild club of 75 members meeting at the USS Constitution Museum. His club mostly crafts standoff models, but he seemed quite interested in the affairs of our club.

Robert Osmond started the show and tell by relating details of his trip to England and the Peter Freebody and Company's Boatbuilding Shop. He presented several photos of his trip including many of beautifully crafted wooden beaver tail runabouts and slipper launches, some with wicker chairs. More in newsletter.





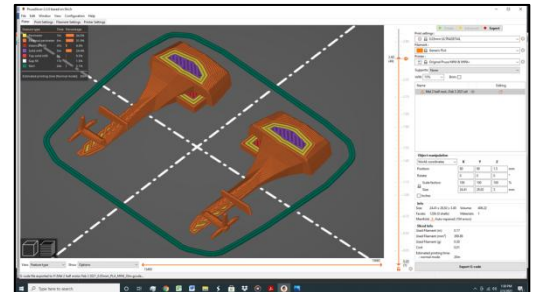
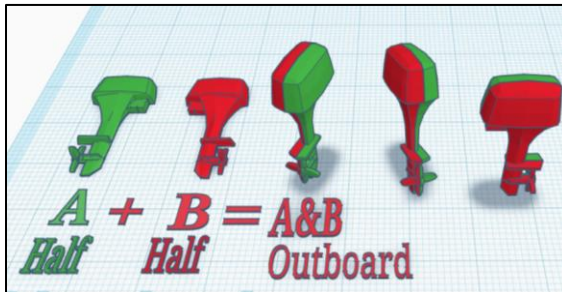
Richard Bizier showed progress on his barge crane which has been scratch built.



Mel Suelze made the right scale helicopter for his tuna boat, needed to spot fish schools.

Alan Wing showed his 90 mm 92 pitch propeller which he plans to install into his Shelly Foss build. He did research on brushless outrunner motors and found one producing 600 rpm per volt to couple with a Castle Sidewinder ESC which can handle 20-30 amps at 12 volts.

Paul Williams showed the small outboard motors which he 3D printed, half at a time, then joining them together, to be placed on Mel's tuna chase boats.



Nat Brace showed the smoke stack he printed which is very detailed.

The only business item was an announcement that there will be no opening day festivities this year. So we won't be floating our boats at the Seattle Yacht Club on the Wednesday before the official event, which has been cancelled due to the COVID virus.

Before the close of the meeting there was considerable discussion regarding a variety of paints, their good points and bad points, as well as methods of applying them. In the end, it came down to one's own favorites and how they have adapted to them.

The members signed off around 2030 hours.

(Editor – Next time I will have more pictures from the meeting.)



News

We had a guest at our meeting, Dave Morton, the editor of the Broadside which is the newsletter for the USS Constitution Model Shipwright Guild in Boston. His club mainly builds static historic ships, but some members race RC Sailboats and a few have scale RC boats.

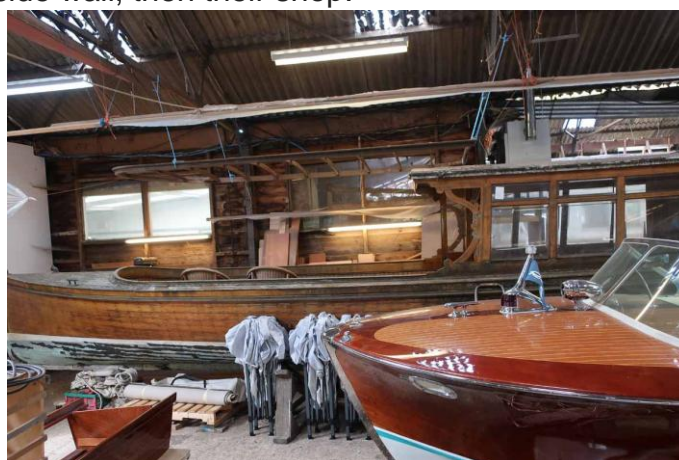
We have a new member of our club, Bob Brown.

Peter Freebody & Company – Boat Builders

By Robert Osmond

My son John said that he wanted to go to England in 2019. I had only been one time, 42 years ago, so we made plans and spent 3 ½ weeks in England, Ireland, Scotland and Wales. John wanted to see castles and I wanted to see boats.

That is how I ended up at the boat shop of Peter Freebody & Company which is located in Berkshire England which is west of London. They have been building wooden boats for over 300 years. They build any type of inland boat mainly for the Thames and other rivers. I was interested in slipper launches, steam launches & historic ships. The photos show their restroom outside wall, then their shop.





Inside the shop is a 100+ yr. old gasoline engine-powered launch with a beavertail stern, which was in for a complete restoration. In the US beavertail launches were usually naphtha launches where they boiled gasoline instead of water. That is another story to be discussed at a later date.

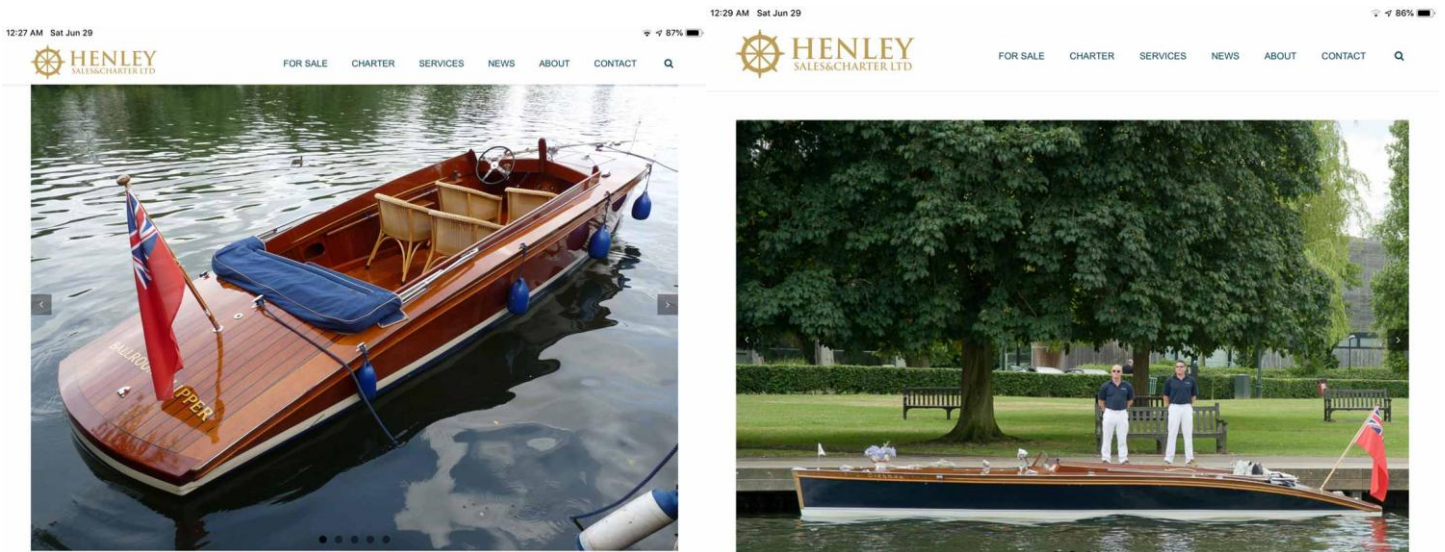


Next is a Canoe with gasoline engine





Here are photos of a various slipper launches. Slippers are meant to go along without making hardly any wake. These launches have a very unusual appearance because the stern slopes gradually down to just above the water. They have a large open cockpit typically with wicker chairs. They usually have a small 4 cylinder engine in the bow with a long shaft and small prop quite a ways forward of the stern.



There were two new ones being built with electric motors and azimuth drives as shown in the photo.

The next one is a new take on the interior, it has fixed seating with the steering wheel and controls coming up halfway back on the port side and steps running to the stern down the sloped rear deck. I am drawing plans to build one like that.





Lastly here are photos of a steam launch they have built; they are going to build a new steam launch for the engine I showed in the first photos

"WISP"

30ft coal fired steam launch built 1908



VIEW VIDEO

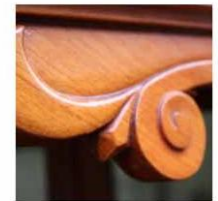


"WISP"

30ft coal fired steam launch built 1908



VIEW VIDEO

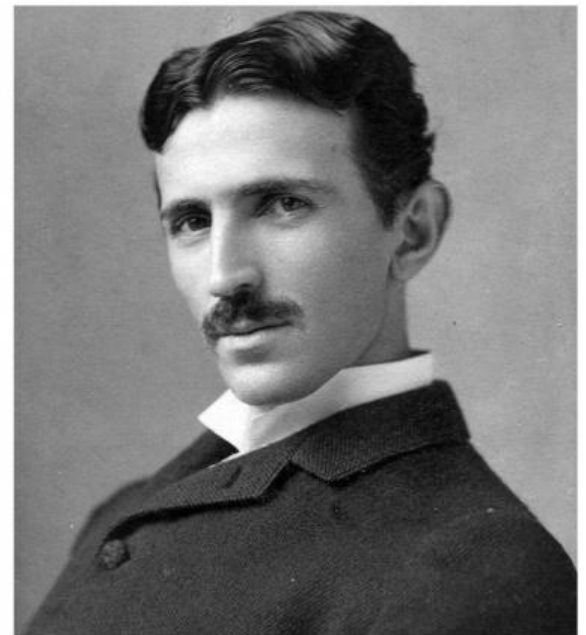
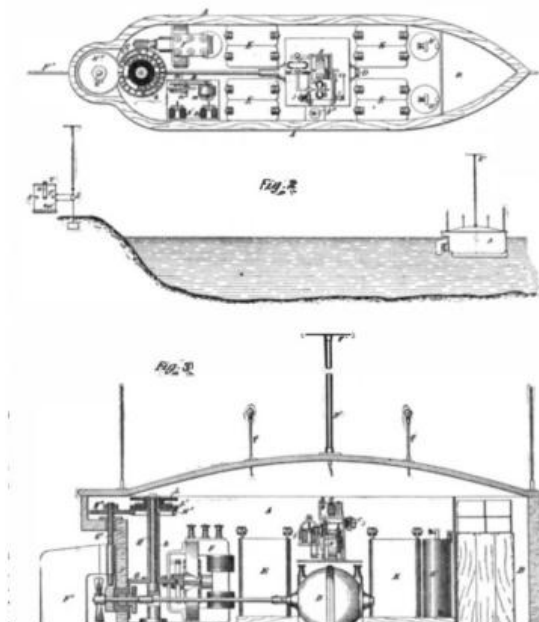
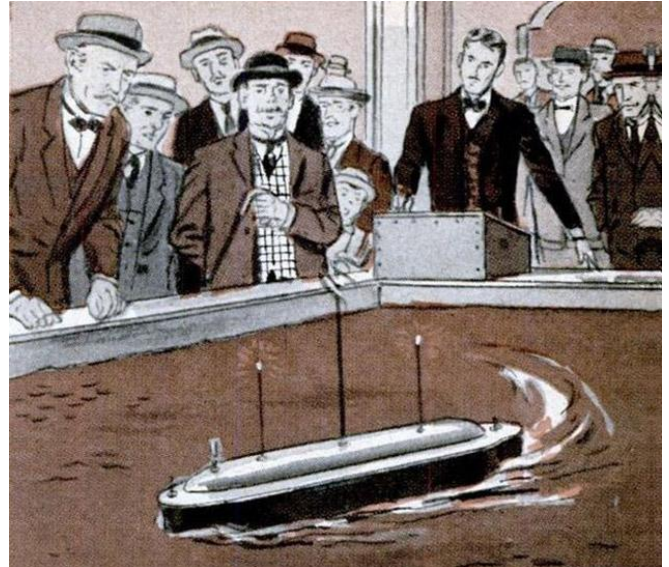


First Remote Control Boat in history (as a boat man)

By Mel Suelzle

In 1898, Nikola Tesla pulled off a startling trick for a captive audience at New York City's Madison Square Garden: he moved a tiny boat around a pool of water, turning its lights on and off, without any physical connection between the small remote control he held in his hand and the boat itself. Tesla designed the demonstration to illustrate the uses of radio waves.

One of the first people to understand the potential uses of the technology, he created a remote control that transmitted radio wave signals to electrical contacts on the boat, which in turn moved the tiny ship's rudder and propeller. The demonstration took place at an electrical exhibition, and savvy journalists quickly picked up on the potential military use of Tesla's technology. (After all, a military submarine operator would be a lot safer on land than under the sea.) Tesla himself, however, had different ideas. Envisioning a future in which his technology would grow vastly more complex and useful, he said, "You do not see there a wireless torpedo; you see there the first of a race of robots, mechanical men which will do the laborious work of the human race."



Keith's LT157

By Keith Schemerhorn

My latest project finished is of the Miki Miki tug boat LT 157. Some history first.

The Miki Miki Class of tugs were developed from the successful design of the Mikimiki tug by L.H. Coolidge (of Seattle) for the Young Brothers Limited of Hawaii in 1928.

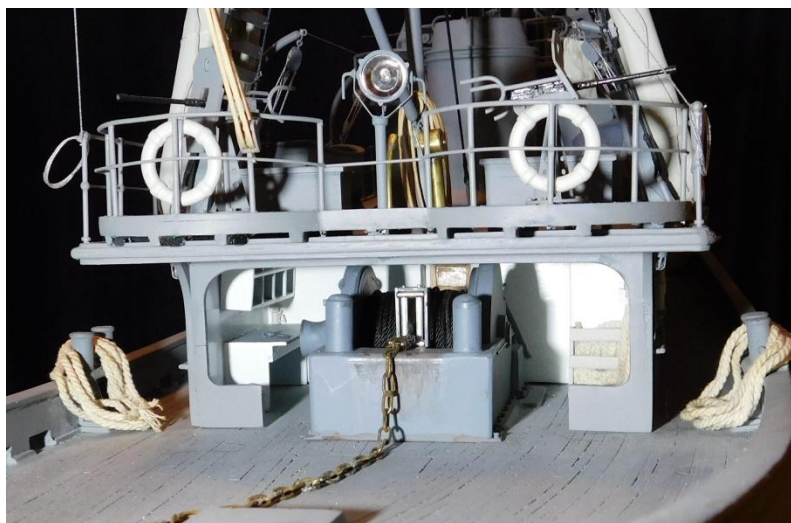
The design was so successful that it became the design of choice for the Army Transportation Service (ATS) as the vessels to be used to transport supplies along the coast of the US in 1942. Sixty-one of these vessels were built for the war time service and classified as LT (large tug) by the ATS. The Army had two options for this type vessel with the single or twin screw variants. The single screw vessels were known as Mikis and the twin screw were called Miki Mikis so the difference could be noted. Shipyards on both coasts built them with subtle differences, the only way to tell the difference. The boats would have a length of 126 feet and a width of 28 feet with all wood construction. The boats had a tonnage that varied from 282 to 317 gross tons. The cost to build them in the day was from \$387,716.00 to \$502,299.00. Most would go on after the war in private service with towing companies up until the 1980's.

The LT 157 was built by the Northwestern Shipbuilding Company of Bellingham, Wa. The site is now the ferry terminal in Fairhaven district of Bellingham. She was launched in December of 1943 where it would serve the ATS on the Aleutian route during her war time duties. After the war, the boat remained in service for the ATS and was renamed the Pvt. Herbert G. Goldman. Later on it was sold to Pacific Tow Boat and Salvage Co. of Long Beach, Cal. and named Ed V Turner. In 1968 she was sold again to the



Alaska Barge and Transport and renamed Santiam. The boat would be sent to Vietnam in 1967 where it was left to be stripped and to rot away on the upper Saigon River.

The model was started from a base semi kit by Gary King (of Canada) won at the 2014 Regatta (the same time I had started cancer treatment). Featured: Fiberglass hull and deck, laser cut house and pilot house, cast funnel/bitts, and drawings for the Miki Miki. This fits well with my personal montra that my models have a connection to the Pacific Northwest and our Maritime history. The house parts were constructed as furnished with heavy modifications to the forward areas where the wood needed to be bent around a curve. This was done by scoring the wood to make the "bend easier". Also had to change some of the port hole and door/windows to fit the LT 157 as built since the drawings showed the civilian version. All other details were scratch built by myself. These include: lifeboat, work skiff, floating live rafts, winch, guns, mast and smaller parts. The pilot house is detailed with parts made to fit from photos. All the support lines on the mast arrangements are tied as well as wrapped to simulate tar coverings. The guns are modified HR products (only used the body base) with brass barrels and supports made from brass and plastic sheet. This models does have full working lights as well. Material used include: brass, plastic sheeting, Sintra, braided fishing line, bass wood, fiberglass, old fishing pole (masts), scrap plywood, cast metal (anchors from Harbor Models), and what ever else I had in the scrap departments. Power is 12 volt for all systems and the Midtronic speed controls on a Spectrum radio. Paint is basically Battleship Grey for all boats with camo grey used on the life rafts/life rings. Now looking forward to getting it in the water and back to driving this one at the pond.



Update: Model of Sunich's 1 to 1 Trawler By Steve Sunich

Well, I skipped a couple months but now I am getting to an article and build pics. During the pandemic, I have made great progress on the model of my full size trawler. Since the last article in December, I have gotten final paint on the hull and cabin, built a mast and started on wood trim. She has been tested in the tank so I know my weight limit for running gear. A little (lot) less than the big tug models I am used to building.

The wood trim and decks will still be a ton of work, but I think I know how I can handle it. Even though Ron Bray warned me about using cedar and generously offered me some teak, I went forward with cedar. I had some very tight and clear cedar left over from my home construction. It was dry and beautiful. I played with it a bit and discovered that with a micro-mark band saw and drum sander I can create very thin and precise pieces. The cedar is working great. It varnishes the correct color, has realistic grain and is extremely easy to work with. It will take a lot, but I have some long 2 x 3 pieces left to use.

The swim step turned out great. I just finished it this week. I created a template of the stern shape and then laid a piece at a time each night last week until I had what I wanted. Cedar bends nice, clean and easy. It is also relatively strong, at least for a model. Sorry Ron, I made it work, but thanks for the teak offer.

The mast was made of just fir dowels. A little planning, sanding and planning and sanding. I am also trying some stainless, bronze and chrome paints. They are challenging because they are not like regular paint. So, I am still trying to perfect how to use those, because this boat has bronze and stainless fittings all over it.

So far, this one is far less expensive to maintain than the 1 to 1!

Anyway, I have a ways to go, but am extremely happy about the next "best in show"!



Narrowboats Watching

By Bryan Morse

Talk of British narrowboats in the last club meeting spurred some interest in narrowboat videos. This might be a great time to dive into the wonders of the British canal system. Currently there are about 2000 miles of navigable inland waterways in the UK. In the golden age of canals, there were over 4000 miles of canals in Britain. These were the highways of the late 1700's and early 1800's and they made the industrial revolution in Europe possible. For the first time in history, large quantities of goods could be shipped around the inland countryside.



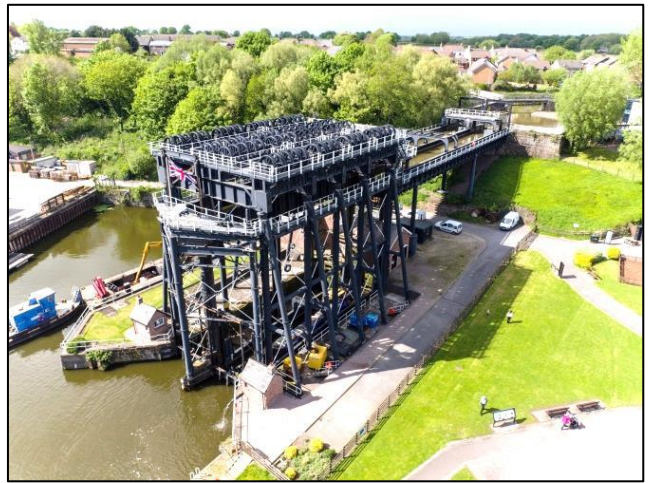
At that time, roads were little more than dirt tracks navigated by horse and wagon and the locomotive had not been invented yet. The primitive roads were not capable of supporting any major industry. Fragile goods like pottery could not be transported without much care, and bulk goods like coal or iron could only be transported in small quantities via horse drawn wagon. The canals changed all this. Cities like Stoke-On-Trent where famous pottery like Wedgwood, Royal Doulton, and Royal Stafford started could now become the powerhouse of pottery production they are, and export these goods to the rest of the world in mass and in safety. The coal regions of Yorkshire could now export coal by the tens of tons per load instead of small wagon loads to fuel the oncoming industrial revolution.

The British were early adopters of canals and the first proper canal of the industrial revolution was started in 1757. One of the problems with being the first to adopt a new technology is sometimes you are stuck with it, and that's the case with British canals. The early canals and locks were constructed only 7 feet wide, because digging navigable ditches all over the countryside and supplying those ditches with water was hard work. This narrow width limited the boats to only 6ft 10inches wide and this is still the standard narrowboat width three centuries later. To compensate for the lack of beam, narrowboats increased in length. Today, the maximum length a boat can be to navigate the entire canal network is 57 feet. However most of the network can support lengths up to 72 feet and some boats were built up to 89 feet long to serve small areas where avoiding locks was possible. Later, some canals and locks were widened to accommodate two narrowboats at once, which led to boats called wide beams. These are twice the width of a normal narrowboat but even today wide beams can't navigate large areas of the canal network.

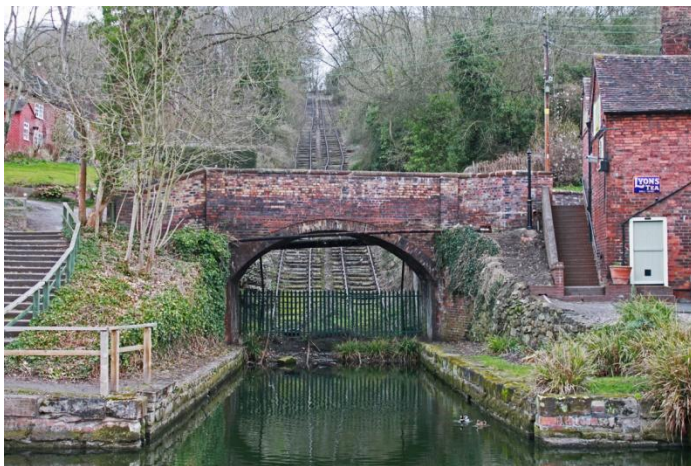
In the beginning, narrowboats were pulled by horses that walked along the side of the canal on the towpath, but this eventually gave way to steam, then diesel, and now even electric on some boats. Many narrowboats were more than just floating cargo barges. They were also a home for the owner and crew. A very small cabin at the rear of the boat housed the boatman and his family including up to 6 children. One common theme seen on many of these traditional boats were kitschy painted scenes on every surface. Flowers and castles were common subjects of the paintings.

The canals sport some interesting designs and great works of engineering. It doesn't take much imagination to see the challenges of building level canals over the very much not level countryside of the UK. Many canals weave to and fro following the contours of the land while later canals used force and engineering to tunnel through and bridge over the land. James Brindley was one of the most prolific canal designers. He was the first to plan out and design a canal system that would connect the 4 major rivers of the UK; the Mersey, Trent, Severn, and Thames. Throughout his life he built 365 miles of canals.

Some of the more interesting features of the canal system are: the Pontcysyllte Aqueduct (don't even try to pronounce it), the highest in the world and longest in Great Britain. The Barton Swing Aqueduct, an aqueduct for narrowboats that crosses the Manchester Ship Canal and can swing out of the way to allow larger ships to pass in the canal below. The three bridges in London where a railroad is crossed by a canal that is then crossed by a road.



The Anderton Boat Lift, an elevator for narrowboats. →



The Caen Hill Locks, a series of 29 locks, 16 of which are back to back in a single long row raising the level of the canal 237 feet. →

And finally the canals boast some impressive tunnels like the 3.2 mile long Standedge Tunnel.

Today the canal network is used almost exclusively for leisure boating, however that does not mean the canals are empty. Estimates show that there are more boats on the canal system today than there were during the golden age of canal transport (the beginning of the industrial revolution). This popularity has seen a rebirth of the canal system, restoration of old abandoned and empty canals, opening of collapsed tunnels, and even a few stretches of brand new canal like the rather adventurous, muddy and sometimes even dangerous Ribble Link that first opened in 2002.



As this is a model boat club it might be of interest to know there is at least one narrowboat kit available. Deans Marine in the UK sells a 1/12 scale model of a modern leisure narrowboat designed for RC. If that kit is out of your price range, the long, straight, flat bottomed, and standard size of narrowboats would make a great model for a first scratch build. Even without plans the hull shape is simple and standard enough that reference photos should be enough to build an accurate model. With nothing but a rudder and single prop, equipping one with RC would also be a simple task. One complaint people have about RC narrowboats is the windage they can experience. A long narrow boat with only a single rudder works well on narrow sheltered canals but a large pond might make navigation difficult. This could be countered with a functional bow thruster. Many modern narrowboats do come equipped with bow thrusters so it's even prototypical to include one.

The increase in popularity of canals in the UK in recent years has also led to an increase in media about the canals. Listed below are some favorite links to videos about life on the canals today.

These are from amazon prime video and require an amazon prime account:

Travels by Narrowboat: A single man buys a narrowboat with a beautiful vintage engine.

https://www.amazon.com/gp/video/detail/B07NXQG5HB/ref=atv_dp_share_cu_r

Britain by Narrowboat: Two guys and a dog move onto a brand new narrowboat.

https://www.amazon.com/gp/video/detail/B08BJT5PTS/ref=atv_dp_share_cu_r

Cruising the Cut: A former newscaster talks about life on the canals. High production value and a bit more detail about the mechanics of his boat than some blogs.

https://www.amazon.com/gp/video/detail/B07YSX9G2W/ref=atv_dp_share_cu_r

YouTube channels:

Cruising the Cut: This is one of the better produced channels about narrowboating and he has an Amazon show linked above.

https://www.youtube.com/channel/UC6SNxiLzSIh8e0yjndE9o_A

And his website with links to 65 other youtube channels about narrowboats:

<https://cruisingthecut.co.uk/>



FoxesAfloat: This is the youtube channel for the "Britain by Narrowboat" linked above in the amazon section.

<https://www.youtube.com/c/FoxesAfloat>

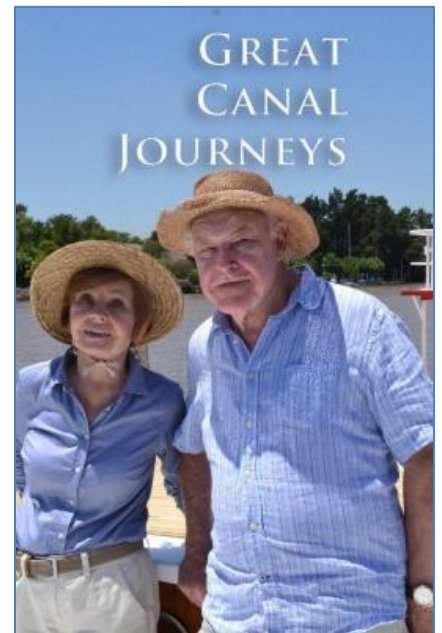
The Narrowboat Chef: A cooking show and narrowboat vlog all in one.

<https://www.youtube.com/c/NarrowboatChef>

My Narrowboat Venture: Another vlog about cruising on the canals.

<https://www.youtube.com/c/MyNarrowboatVenture/videos>

These are some of the better channels but there are lots of other narrowboat vlog channels on youtube, search for "narrowboat" to find more. There is also one more set of videos worth recommending. "**Great Canal Journeys**" is produced by channel 4 in the UK. This is a TV series where famous British actors, Timothy West and Prunella Scales explore canals. Both of them were instrumental in restoration of the canals and used their fame to bring attention to the degradation of the canals in the 70's and 80's. Much of the show is based on the British canals but they also travel to some canals in mainland Europe and even a few other canals around the world. The problem with this recommendation, and why I didn't offer a link, is it's hard to find. Searching for "Great Canal Journeys" on YouTube will pull up season 1 of 11. Some of the seasons are available on DVD from amazon; however they may or may not play on your region locked DVD player. Basically, there is no proper source for this show in the U.S..



Hopefully, this brief look into the world of British canals has offered enough information to pique some interest and enough search terms to expand your knowledge of this wonderful little world of inland waterways of the UK. Perhaps even a vacation on a narrowboat could be in the future?

Passing Report

By Keith Schermerhorn

Some health news from members of the model communities of NW R/C and Skagit Ship Modelers groups.

NW R/C Ship Modelers member Gerry Julian, lost his wife of 53 years **Beth Julian** on December 23 due to complications from surgery. Gerry and Beth were always welcoming to other modelers staying at their home for model events in the south sound. Gerry has been a long time member of NW R/C Ship Modelers with several winning builds and articles over the years in the newsletter and in magazines.

Sad passing to announce that past member of NW R/C Ship Modelers and member of the Skagit Ship Modelers, **Lenard Bainter**, passed away in late January. He was 89 and an avid r/c modeler not only with the boats, but also in the flying craft as well. Many storied shared and information shared by Len at the meetings and pond side.

2021 NWRCSM Events Calendar

The rest of the calendar will be determined as the Year progresses and our activities can increase and return to normal. (2/13/2021)

JANUARY

7 Meeting by Zoom 7 pm

FEBRUARY

4 Meeting by Zoom 7 pm

MARCH

4 Meeting by Zoom 7 pm

APRIL

1 Meeting (method to be decided) 7 pm

MAY

~~1 Seattle Yacht Club's Boating Season Opener --- cancelled~~

6 Meeting (method to be decided) 7 pm

22 NW Model Hobby Expo, Monroe 9 am to 6 pm

23 NW Model Hobby Expo, Monroe 9 am to 5 pm

(Check their website for updates WWW.NWMHE.COM)

JUNE

3 Meeting (method to be decided) 7 pm

JULY

1 Meeting (method to be decided) 7 pm

AUGUST

5 Meeting (method to be decided) 7 pm

SEPTEMBER

2 Meeting (method to be decided) 7 pm

OCTOBER

7 Meeting (method to be decided) 7 pm

NOVEMBER

4 Meeting (method to be decided) 7 pm

DECEMBER





2 Annual Holiday Dinner Meeting,
Appetizers 6:15 PM
Dinner at 7:00 PM
Spaghetti Factory, Lynnwood

2021 member dues are due during January. Annual dues are \$30.
If you have not paid yet, please forward your dues payment to

Bryan Morse
703 N 105th St., Apt 7,
Seattle WA, 98133

Make checks payable to: NW R/C Ship Modelers

2020 Club Officers

	President: Robert Osmond	Webmaster: Allan Wing
	Vice President: Ron Bray	Skagit R/C Meeting Contact: Keith Schermerhorn
	Treasurer: Dave White	Newsletter Editor: Paul Williams
	Membership Database: Bryan Morse	

Currently we are having only Zoom meetings.

***When we resume in person meetings,
they will be at The Facility location.***

The Facility – Makerspace
6606 196th Street SW
Lynnwood, WA. 98036