



# The Bilge Pump

The Official Log of the Northwest R/C Ship Modelers  
[www.shipmodelers.com](http://www.shipmodelers.com)

September 2021

## Look Ahead Events

### SEPTEMBER

25 Night Float -- Bellevue Pond 7 to 10 pm,

### OCTOBER

- 7 Meeting by ZOOM 7 pm
- 9 Fun Float , Bellevue Pond 9 am
- 30 NW Model Hobby Expo, Monroe  
9 am to 6 pm (no pond to float boats)
- 31 NW Model Hobby Expo, Monroe  
9 am to 5 pm (no pond to float boats)

### NOVEMBER

- 4 Meeting by ZOOM 7 pm
- ?? Fun Float (date & place to come) 9 am
- 18-20 Pacific Marine Expo

### DECEMBER

- 2 Annual Holiday Dinner Meeting at  
Spaghetti Factory, Lynnwood, WA
  - Appetizers at 6:15 PM
  - Dinner at 7:00 PM
- ?? Fun Float (date & place to come ) 9 am

More events information and updates on calendar page later in newsletter and, **Check our website for latest updates at [www.shipmodelers.com](http://www.shipmodelers.com)**



Read more about members' projects.

## From the Bridge

Robert Osmond

September has been kind to model boaters, good weather and pleasant temperatures.

We had our second in person meeting at The Facility with 9 members in attendance. I had two members John Limon and John McCool, volunteer to help run an in person and concurrent zoom meeting. I appreciate them volunteering but with such low attendance at in person meetings, it does not make sense to have two people running a meeting for 7 people. I have talked to quite a few members since the meeting and some do not want to attend in person meetings at this time due to the requirements for an in person meeting. Some are concerned about being in a group at this time for health, and medical concerns. Some do not want to comply with the current requirements for in person. I heard their wishes, thoughts and concerns. So we are going back to Zoom only meetings until such a time as the group will be able to meet without concerns and requirements. Our next meeting will be October 7th on Zoom at 7:00 PM. I will send out a reminder/invitation like I have all year, so we will have a familiar meeting system and no one will have to leave their home.

Please attend, bring your boat stories, boat projects, questions about how to do some aspect of model boating, and interesting information on full size ships.

Events & activities: We will have our night float on Sept. 25th 7:00 – 10:00 PM.



Hobby Expo is October 30 -31 from 9:00 AM to 6:00 PM at the Evergreen Fairgrounds in Monroe. There will not be a pond, due to Kevin having prior commitments, but there will be vendors, tables to display boats on and all of the interesting other RC hobbies will be in attendance as well as a swap meet. So plan on coming out

Fair winds and following seas,  
Robert

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## Meeting Minutes – September 2, 2021

By “Doc” Ron Bray

Photos by Robert Osmand



Nine members were present for the regular in person monthly meeting at the Edmonds College The Facility, complying with the COVID restrictions which didn't seem to be a burden. **Robert Osmond** did his usual fantastic job of leadership.



Show and tell began with **John LeGate** bringing in some vintage outboard motors, dating back some 66 years, and which were operational. He also showed us a two-sided tape called Alien tape. He found it to be very strong.



**Dave Green** brought in his vintage Dumas Chris Craft, which he acquired from a friend. He has spent a lot of time restoring it. Since it was originally constructed with Testors glue, it needed regluing with superglue and then was repainted. The model came with two 1950 Pitman motors which are reversible by small levers built into the motors. Window curtains are made with elastic tape which is commonly used by the ladies in their sewing projects.



**Jon McCool** showed progress on his Springer Zippkit, having completed an elaborate camouflage system to emulate the North Sea boats during WW II in order to evade the U-boats. He demonstrated his serendipitous discovery of taping a block of wood to the underside of the house to facilitate holding it while working on painting, etc. Now the block of wood is part of the boat, too hard to remove.



**Robert Osmond** brought his Miki tug hull and deck he acquired from Gary King, showing incredible detail. This tug was used by the military during the WW II and is 128 feet in length. Instead of



making it with a single open propeller, he is employing a large Kort type prop and Kort nozzle. He also brought in the small tug from China that Bob Jacobsen touted last spring. However, he has replaced the puny prop and motor with a larger prop and speed 400 motor with a 3/1 reduction gear. He has made the house larger to contain a figure of Popeye.

It was announced that Pacific Power batteries has a larger inventory of battery cores our members have turned in and that we should think about purchasing new ones from them, making sure that you tell them North West Ship Modelers have many core credits, in order to receive a price discount. It was also mentioned that we can request a discount from Stevie Smith at Interstate Batteries.

We are encouraged to join the Scale Ship Modeler's Association of North America (SSMANA.ORG) to receive a monthly flyer on the activities of clubs around the nation at a cost of \$25.

Upcoming events are listed elsewhere in the newsletter.

**Robert** indicated that **Paul Williams** would like to step down as the newsletter editor and is asking for a volunteer to continue Paul's fine work.

That's all folks. Until next month, smooth sailing



(Sometimes quite a few club members like to go see the real equipment for boats and ships.)

Thursday, Nov. 18, through Saturday, Nov. 20, at Lumen Field Event Center in Seattle, Washington. Largest commercial marine trade show on the West Coast, serving commercial mariners from Alaska to California. More than 500 exhibitors including equipment companies, propulsion, builders, and suppliers and more.

Registration for Pacific Marine Expo will open in August at [www.pacificmarineexpo.com](http://www.pacificmarineexpo.com)

2021 Northwest Model Hobby Expo is now set for  
Saturday, October 30th 9 AM - 6 PM & Sunday, October  
31st 9 AM to 5 PM.

See their website for current information at  
[www.nwmhe.com](http://www.nwmhe.com)



## Pacific NW R/C Tug Regatta – August 21

By Keith Schermerhorn

Photos by Keith Schermerhorn and Robert Osmand

The 25th annual Pacific NW R/C Tug Regatta was finally held on Saturday, August 21 at the Bellevue's Downtown Pond, after being shut down in 2020 for, well you know why. The weather was cooler than normal, but that is OK since when the sun does come out it gets very warm.



Competitors from as far away as Southern California made it to be part of the 18 registered skippers for the event with over 45 boats in attendance. Missing this year were the foreign competitors who were kept home due to border issues. None the less, tugs were in the water doing tug work. I did the judging for the barge handling which kept me at the table watching and less photo shooting.



Putting barges through the navigation course is always a challenge and especially for new to tug skippers. Most pushed the barges while a couple took them on the hip and a couple even did it on the wire. Challenging, but then that's why we do it. Thankfully there were no sinking's, no underwater winches used, and only one boat did not finishing due to low fuel (out of battery energy). Salvage is always where we distinguish the ones who have experience from the rookies. Lots of advice is offered on how to use an Orville Hook to capture the derelict. Unfortunately, a couple boats did use the underwater winches here and that is never a good thing. Most also discovered that a precision docking is harder than it looks and requires one to think/plan ahead before you get to the dock. One of the rules at this station is: once the derelict "touches" the dock you have to "pin" it where she lies. No moving up and down the dock until you get the bullseye. Many did well, but no one scored a bulls eye this year.



Thanks to Dave White for stepping in to help judge Salvage as well as move boats back to anchorage. So while boats and their captains were doing their thing, we had a raffle going on for many nice gifts donated by hobby supporters and maritime industry.



Thanks to Loyalhanna Dockyard and Dumas Models for their donations. Gary King of West Coast Model Tugs donated a really nice new pod boat hull and cast kort nozzles. Ron Burchett sent a good Robbe ESC as well as a motor. Western Towboat gave us a box of goodies from their store. And the support from Freemont Boat is always appreciated!





Being a daylong event, our galley chief made sure that everyone was fed and their thirst taken care of with beverages, sandwiches, fresh fruit, and sweet goodies.

Once all the boats and skippers had finished their runs, we had the scores added up for the awards presentation. Congratulations to all our winners. Bryan Morse was the overall champion for 2021 with his Southampton tug. Robert Osmond won the Mark Freeman Award for top Masters, and Gene Sauter won Judges Choice for his model Sorcer.



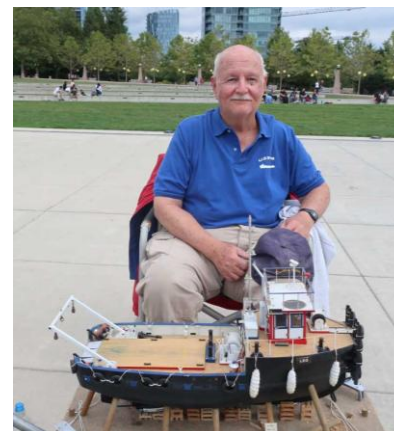
Many thanks to all who participated, came out, helped out, and spent the day in the park. Special thanks to Robert Osmond, Kevin, Randy Flodquist, the "crew", and anyone else who stepped in to help load/ unload all the equipment for the event. Special thanks to Kevin Klocke for the use of the large grain & log barges!



As this was the 25th event, it was my 20th for organizing and being the director. The success of this event over the years has been the foundation of good people doing extra work to make all this come together. They are all extended family in my book. All the people, boats, friends, competitors, at this event are the memories and motivation that drives it as well. So this will be the last one that I will be personally responsible for. I thank everyone who has been a part of it in person and followed in the forums. It has been my pleasure doing so. Now it will be back to running the boats, taking pictures, and yes -- more builds. Hopefully someone or the club(s) will take over so that this fun can continue for many more years.







## NORTHWEST TUG REGATTA 2021 RESULTS

### SMALL

- Bryon Morse – Southampton
- Gene Saulter – Manx
- Steve O’Connel – Mr. Mike

### MEDIUM

- Robert Osmond – Pacific
- Harlan Winslow – Hakeya
- William Heath – Gordy C.

### LARGE





Robert Osmond – Invader  
Kevin Nolet – Sarah E.  
Gene Sauter – Sorcerer

VINTAGE

Dave Green – Geo W. Washburn  
Dave Green – no name  
JUDGES CHOICE  
Gene Sauter – Sorcerer

MARK FREEMAN MEMORIAL AWARD

Robert Osmond

GRAND CHAMPION

Bryan Morse





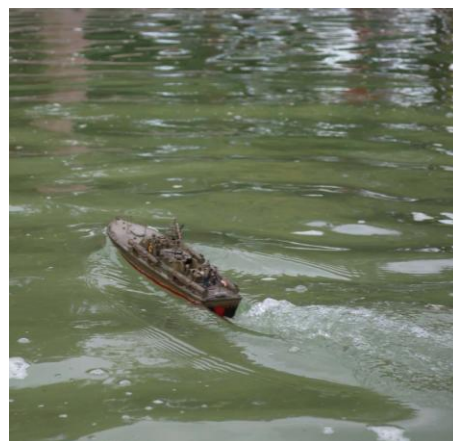
## Fun Float – September 4, 2021

By Robert Osmond  
Photos by Darlene Wing

Fourteen members, two sons, and one grandson attended the fun float on a glorious late summer day.



**Jason Milsom** a member from the 90's brought his excellently weather tug which was an antique store find in rough shape and not made for RC, but he solved that with digging out some of the insides and adding many details, running gear and weathering. He also brought two newly running subs he acquired but had never been finished, he has them now submerging and running like they were designed for, one a US Lafayette "boomer", the other a German attack sub. He braved the shallows of the pond removing some paint on their bottoms and mentioning something about roller skates next time.



Jason also brought out a 12" PT boat which he raced around the pond. In the 90's when he came more often, many of us had tiny plastic models that we had radio controlled, at one meeting we had over 20 different tiny RC boats.

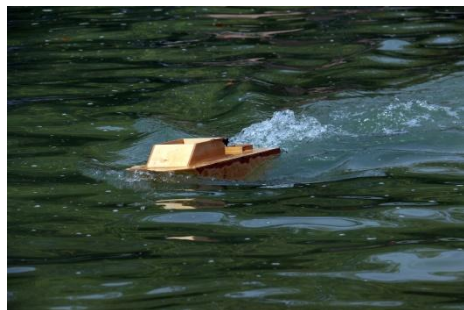


Steve and Dan were there with their identical Robbe Fairplays, most of the time they know which one they are running. They were looking for something to push and trying out their new barge, which is a work in progress.



Doug was there with his son running his boats. Lou had his son and grandson as support crew while he tested his modifications, including repowering of his Southampton. Lee has been adjusting his Springer's power to a more manageable level, and had a plank clamp he had developed.





Allan was testing his new glassed (naked) catamaran with a large brushless motor and propeller. He is using this as a test bed for comparisons of power and props. All boats made it safely to port and then left for home.



A good day of RC boating.



## Fun Float – August 14

By Robert Osmond

Photos by Robert Osmond

There were 7 brave skippers running boats on another sunny slightly smoky day at the Bellevue's Downtown Pond. It was a good time to practice for the upcoming tug regatta on August 21. There were parking spaces available in the lower lot all the time we were there, till almost 11:00.



Richard was running his sternwheeler with authentic non condensing steam engine sounds.



I brought my water barge and Lee Buse pulled it with his springer, Lou Magnabusco pulled it with his Southampton, Dave White pulled it with his log boom boat, and I pulled it with my Pacific. I added skegs on the stern and they helped it a great deal, it was tracking like it was on rails a big improvement over the last time I pulled it, when it behaved more like a child's snow saucer, with a mind of its own. Chuck was there running his springer and John Nigard was zipping around with his personal watercraft, when he was not squirting the world with his fire boat to keep fires away.





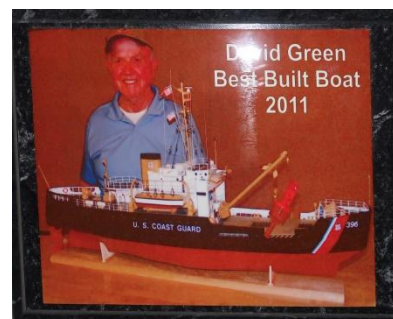
## David Green-Biography

In 1932, it all started back in Western Pennsylvania and as I was finishing grade six and moved to NE Ohio. There we lived in a township on a small farm which I loved and speculated on some day being a farmer. I did the 4H thing with my champion Jersey heifer but was also full into other activities: Scouting, built and raced an entry to the soap box derby, and other school activities including football. I also built a hoard of balsa/tissue paper airplanes.



As I was finishing high school, moving on to college was not my objective. My father however insisted that I go at least one year. That was 1950 and of course events in Korea Conflict altered things for everyone. On a Thanksgiving break visit to recruiting stations, the Marine Recruiting Sergeant was referring those in college to visit the Coast Guard booth and inquire about Academy appointments. I did, and after a grueling two day nationwide exam received an appointment. Arriving early for a pre-induction physical, I stopped at a coffee shop and on the wall was a large banner reading "AS YOU WANDER THRU LIFE BROTHER, REMEMBER, KEEP YOUR EYE ON THE DONUT AND NOT ON THE HOLE". It has been sort of my unofficial motto ever since.

An Academy experience has lots of highs and lows but I prospered on the engineering curriculum and loved the opportunities of both recreational and intercollegiate sailing. Four summer cruises aboard the training ship Eagle were special as well as participation in an annual Newport /Annapolis Ocean Race. Too, it was at the Academy that I first ventured into model shipbuilding. I saw a magazine article about building a Coast Guard Buoy Tender Model. The text seemed a bit vague but it included a very small body plan for the hull. I arbitrarily picked ¼ inch scale and with my engineer's scale, dividers, a straight edge and a spline enlarged the body plan and developed a full set of lines. That was followed by hull construction- ply wood framing, balsa plating, and good old Testors glue. Then I graduated. That was 1950. That hull resided in my car trunk and later in a nice mover fabricated box until about 2008 when there seemed two options, burn or build. I elected the latter, using lots of CA glue and polyester resin the hull was restored and new decks and structure added for completion in 2011.





*The Casco (WMEC-12) was commissioned in 1941 as a seaplane tender that could accommodate a twelve-plane squadron. A small tender of the Barragat class, she displaced 2,800 tons. The Casco's crane could lift a PB out of the water for repairs. USN photo.*



The first 4 years following Academy graduation I served aboard CGC Casco on International Weather Station duty in the North Atlantic, as CO, then CG95314 monitoring marine traffic at the Eastern entrance to Long Island Sound as part of the Harbor Entrance Patrol Program of the 1950's, and CO, USCG LORAN TRANSMITTER STATION, Cape Christian, Baffin Island, NWT, Canada. This isolated unit was constructed in support of air traffic to Thule Greenland Air Force Base.



Upon return to civilization my first priority was convincing a lovely Canadian lady I had met immediately prior to departure for the North that we should be married. In 2020 we celebrated 60 years of marriage that include 4 children, 10 grandchildren and 2 great grandchildren.

My Coast Guard service moved on with assignment to the boat branch of Naval Engineering, Coast Guard Headquarters where I became project engineer for 82 ft. Patrol Boats, including the engineering and trials of gas turbines in one 82 WPB. It became the first gas turbine powered U.S. naval vessel to enter full time service. Also engineered R & D modification of two 30 ft. utility boats to run in the 1962 Ocean Powerboat Race - Miami to Nassau, the purpose being to compare CG designed, diesel powered boats with available gasoline engine powered commercial craft. It was quite a thrill to pilot one boat and finish 5<sup>th</sup> overall.



Following University of Michigan attendance obtaining a MSE Naval Architecture/Marine Engineering and Engineering Mechanics Degree I was Chief Engineer aboard the Great Lakes Icebreaker Mackinaw for 2 years.

Assignment to Resident Staff for construction of the Coast Guard 378 foot High Endurance Cutters was a step into not only larger vessels but also the combined application of diesel and gas turbines, the former to cruise, the later for speed (like 30 knots). First vessel delivered in 1969 and today in 2021 all twelve are in final phases of finding new homes overseas.





After a 2 year stay in Long Beach as District Chief of Naval Engineering I was selected to be Chief Resident Inspector for the newly designed 400 Ft. Polar Icebreakers to be built at Lockheed Shipyard in Seattle. Vessels Hulls incorporated a “select” structural steel with power from 3 controllable pitch propellers driven by either diesel-electric or gas turbines. Controllable pitch propellers were novel for an icebreaker as were A/C voltage generators driving D/C propulsion motors via rectifier banks. In all, the project lasted 6 years.



I concluded my 24 years Coast Guard service as a Captain, following 2 years as Industrial Manager (General Manager) at the Coast Guard Yard, Curtis Bay, Maryland. This facility provides dry docks and major overhaul services, electronics and ordinance support for CG peculiar installations, buoy manufacture and new construction for such as WPB, motor lifeboats and select smaller vessels.

‘Retired’ life began with employment by Marine Industries NW (aka MINI), Tacoma to introduce production planning. The last of a series of Crab Boat construction was nearing an end, barges were coming and going for dockside repair. A short struggle separated new construction and repair forces and things went pretty well. I even became VP production. Lots of fun as we moved through a wide variety of projects.

After 3 years I moved on to Marine Power and Equipment (MPE) in Seattle intending to be program manager for a navy ship overhaul. That fell thru and I accepted an offer to stay as design engineer. After finishing a proposed design for a Coast Guard bid and several barge conversion projects, my crowning achievement as a designer was a 450 ft., triple deck, RO-RO barge with capacity of two hundred and fifty 40 foot long trailers. As the company went bankrupt, I joined JENSEN MARITIME CONSULTANTS (JMC).

My hiring matched an immediate need for management of the conversion of a WW II tanker to a catcher/processor in Alaska’s Pollock fishery. Both the ownership and prospective material acquisition would be under close scrutiny for Jones Act compliance and a General Contractor was going to do the job. It wasn’t easy but we got the job done

and P/V ARCTIC STORM is still sailing. The next project was the conversion of a former American President Lines container ship to a fish processor. The owner wished to accomplish maximum allowable work at a Norwegian shipyard. Another challenge: Jones Act compliance, overseas CG Marine Inspection and many more issues to resolve. Early in the ARCTIC STORM project I was asked to be company president and agreed to 5 years. After finishing OCEAN PHOENIX, I continued management of smaller projects, particularly those related to evolving government regulations, even testified before a congressional sub- committee.



As 8 years rolled by with no replacement, I resigned the presidency and became the Senior Consultant with more time and schedule flexibility. I continued to serve my long term contacts, mostly in the fishing industry, and regularly taught stability for a local safety program for fishermen.

Distributed across my Jensen employment were my travels: Alaska and Aleutian Islands; Norway; Japan; Taiwan; Philippines; and Punta Arenas, Chile, as well as Tar Sands facilities and precious metal explorations in Canadian NWT.

Final closure to my working career came in 2005 as my knees gave out. Even after replacement they simply would not permit crawling around in tight places or climbing ladders on vessels which I loved to do.

In search of new things, for 9 years I volunteered in a middle school mentoring program. It actually worked out for me to be mostly math/science tutoring which was fine. At the same time I flirted with R/C airplanes. At one time I had 4 aircraft that I had built. Also found time to tour Russia and Antarctica.

As my R/C flying was petering out I received 2 R/C sailboats for Christmas. They were great on Lake Chelan and the city park as well. .

Way back I choose ¼ inch scale for ship models and have carried it through except the small Moran Tug kit model, the Chris Craft restoration and of course the Springer. It is probably obvious the Casco and 95314 models relate to my service experience. The buoy tender started as no particular vessel but now carries the name two close friends served in. The excursion steamer Jamestown represents the steamer on Chautauqua Lake in Western New York that as a boy I chased first in a row boat and later using a trolling motor.



I probably would model the CG icebreaker Mackinaw to complete my fleet except at my chosen scale it would push 200 lbs. displacement. So except for a barge, I am closing down my building yard and hope to maintain and play with what I have for some years.





## 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. (Updated 9/12/2021)

### JANUARY

7 Meeting by Zoom 7 pm

### FEBRUARY

4 Meeting by Zoom 7 pm

### MARCH

4 Meeting by Zoom 7 pm

### APRIL

1 Meeting by Zoom 7 pm

### MAY

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

6 Meeting by Zoom 7 pm

8 Fun Float at Bellevue Downtown Pond 9 am

### JUNE

3 Meeting by Zoom 7 pm

5 Fun Float at Bellevue Downtown Pond and *Springer Event by Dave Green* 9 am

### JULY

1 Meeting by Zoom 7 pm

10 Fun Float at Bellevue Downtown Pond 9 am

17 NWRCSM's Regatta, Registration 8 to 8:45 am, running boats begins 9 AM, all day.

31 Night Float at Bellevue Downtown Pond 7 to 10 pm, Sunset 8:45 pm

### AUGUST

5 Meeting at The Facility 7 pm

14 Fun Float at Bellevue Downtown Pond 9 am

21 Tug Boat Regatta Registration 8 to 8:45 am, running boats begins 9 AM, all day

### SEPTEMBER

2 Meeting at The Facility 7 pm

4 Fun Float at Bellevue Downtown Pond 9 am

~~12 Bauman's Cook-Out & Running Cancelled~~

25 Night Float at Bellevue Downtown Pond 7 to 10 pm, **Only boats with lights can run after dark.**

### OCTOBER

7 Meeting by Zoom 7 pm

9 Fun Float at Bellevue Downtown Pond 9 am

30 NW Model Hobby Expo, Monroe 9 am to 6 pm (no pond to float boats)

31 NW Model Hobby Expo, Monroe 9 am to 5 pm (no pond to float boats)

(Check their website for updates [WWW.NWMHE.COM](http://WWW.NWMHE.COM))

### NOVEMBER

4 Meeting by Zoom 7 pm

?? Fun Float (date & place to come later) 9 am

18-20 Pacific Marine Expo at Lumen Field Event Center in Seattle, WA

### DECEMBER



2 Annual Holiday Dinner Meeting at Spaghetti Factory, Lynnwood, WA

- Appetizers at 6:15 PM

- Dinner at 7:00 PM

?? Fun Float (date & place to come later) 9 am



<b>NWRCSM 2021 Club Officers</b>		
	<b>President: Robert Osmond</b>	<b>Webmaster: Allan Wing</b>
	<b>Vice President: Ron Bray</b>	<b>Skagit R/C Meeting Contact: Keith Schermerhorn</b>
	<b>Treasurer: Dave White</b>	<b>Newsletter Editor: Paul Williams</b>
	<b>Membership Database: Bryan Morse</b>	

***Currently we have resumed having only Zoom club meetings. (October 2021)***

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

**The Facility – Makerspace  
6606 196<sup>th</sup> Street SW  
Lynnwood, WA. 98036**