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April 1994 Newsletter

SPRING CALENDAR

APRIL 1994

North End meeting	4/7	Innis Arden
North End float	4/10	Bellevue
South End meeting	4/21	Andy's
South End float	4/24	L. Wapato

President's Notes

Steve O'Connell

Northwest Regatta May 1st

This will be the last newsletter before our Northwest Regatta so I have included some information about the event.

The Northwest Regatta will again be held at the pond at the City of Bellevue Downtown Park on Sunday May 1.

Registration opens at 9:00 AM and events begin at 11:00 AM. Awards will be presented after 3:30 PM.

An entry fee of \$5. for the first boat and \$1. for each additional boat will be charged. Boats do not have to enter all events, however the entry fee is the same.

This years navigation course will be organized and directed by Robert Osmond. Lets pitch in and help Robert with the logistics of set up and take down.

From the Editor

Mike Moor

The old newsletter is a little slim this month. Due to technical difficulties and some overloaded personal schedules the North End

meeting minutes and report from the float at Bellevue Pond didn't make the deadline.

I would like to hear from some more of you guys out there. If you have a topic, a bit of information, a book review or other boaty kind of article, send it to me. If you are concerned about your writing skills, don't worry I'll edit, just ask Andy.

Anyway, if I don't get news I can't write about it in the newsletter. So dust off that pad and grab a pencil. I want to hear about your projects and experiences. My address is at the top on the right.

Meetings and Floats

March 3 North End Meeting

Not available for March

March 6 North End Float

Not available for March

March 24 South End Meeting

As reported by **Andy Paris**

The meeting was held at Andy's and 14 members attended. Andy started things off with a review of the North End meeting with assistance from **Bud Lynn**. Apparently, **Dave Basden's** operating torpedoes were a real hit. Another item of interest was an electronic barometric device for sensing water pressure on the hull and thus the depth of the sub. The device can be programmed to activate a ballast system if the sub exceeds pressure limits.

Dennis Lunde was on hand with examples of his castings. Although Dennis has a wide variety of W.W.II deck fittings, he is starting a new line of tug and workboat fittings. If you are interested in a particular fitting not currently available, contact Dennis.

Andy Paris mentioned a series of salty concerts to be held on the old schooner Wawona on the South end of Lake Union. For details about the concert contact Andy. Andy also has several catalogs of shop supplies.

The story of **Jerry Sager's** mid-winter swim in Lake Wapato was retold, I bet Jerry will be glad when this story fades away.

Show and Tells included **Josh Perry** with his newly finished trawler. Prior to the South end float, the boat was only tub tested.

Bud Lynn brought along his T-2 tanker hull. Bud is using his own new structural fiberglass panel material for decks and bulkheads. This material is available from Bud, he has a variety of sizes and thickness.

Jerry Julian brought along his recently completed fishing boat *Leading Lady*. The boat is expertly detailed both inside and out. The *Leading Lady* has such interior details as charts, and upholstered furniture.

We welcomed back a member we haven't seen for a while, **Joe Reidi** with his Russian

icebreaker. Nice to have you back at the meeting Joe.

This evenings menu included Spicy chicken wings and soft drinks.

March 27 South End Float

The South End Fleet visited Lake Sawyer and the Sunset Resort again this year. The site is in a trailer camping area and has a very nice waterfront.

Unlike last years float the weather did not cooperate, in fact it was downright nasty. Despite the weather a group of hardy South Fleet skippers were on the water (I was not one of them). **Ray Nelson** reported that most of the conning was done from under the roof of a gazebo.

The rain, however was not the high point of the day. Apparently **John (Scoop) Benthien** with his newly propellered, high powered *Russell Foss* was doing some close order drill with **Chuck Hough's Bankert** tug. When Chuck moved the Bankert close astern of the Russell, the Bankert was sucked into Russell's prop wash, nosed down, rolled on her side, and lost the cabin house (overboard, but still attached by wire). Fortunately the Bankert was still operational but low in the water and in danger of sinking.

Without a moments hesitation or thought about the ongoing rainstorm **Brad Young** dashed down the hill to the dock, instructing Chuck to "bring it to the dock". Brad was able to reach down and snatch the foundering tug before it sank. ATTA-BOY Brad.

SPECIAL EVENT

Northwest Regatta, Sunday May 1, 1994
Bellevue Downtown Park

REGATTAS

1994 regatta schedule

Anacortes Waterfront Festival
May 21 & 22

The Crowley Cup,
Spreckels Lake, San Francisco, CA
Sunday June 12

Tidewater Cup Tug Championships
July 24, Spokane, WA

Burnaby Regatta
August 6 & 7
Fast Electrics on the 6th
Scale boats on the 7th

Northwest Tugboat "Funfloat" at Harbor Days
Olympia, WA
Saturday, September 3

FOREIGN PORTS Columbia River Maritime Museum

Our footloose tugboat skipper **John "Scoop" Benthien** is at it again. This time John has a report from Astoria, Oregon.

When was the last time you visited the Columbia River Maritime Museum in Astoria, Oregon. The museum is located on the East end of town on the Columbia River. Road signs make finding the museum very easy.

The museum hours vary depending upon the time of year. During the winter the museum is open from 10 AM to 5 PM on weekends. Admission is \$5. for adults and \$2. for kids. When you enter the museum you are given a brochure which provides information and a layout of the museum so that you can guide yourself through the exhibits. Topics of maritime history of the Pacific Northwest including Indian life, logging,

trapping and trading and fishing. My favorite was early maritime life from 1800 to 1900. Another interesting display was the shipwrecks and maritime disasters.

The museum has a bookstore and gift shop stocked with reasonably priced maritime books and gifts. I purchased two books *Women in the Wheel house* by Nancy Robson and *Ship handling WithTugs* by George H. Reid. I would recommend Reid's book to all model tug skippers as it shows tug layouts, both European and U.S. including deck layout and rigging. Reid also covers tug operations from single screw to Kort nozzles. The book is easy to read and features many diagrams explaining the text. George Reid has written other tugboat books including *The Primer of Towing* and *The Primer of Towing*, second Edition and Reid has been on boats since the 40s.

Thanks for the travel report John. I have been to the C.R.M.M. twice and I'd go back in a minute. I liked the working periscope overlooking the Columbia.

"Freighter, bearing 355, MARK, Range 2000 yards MARK, outer doors open, FIRE ONE!, FIRE TWO!....."

ATTA-BOY

For Heroism beyond the call of duty, I hereby present **BRAD YOUNG** with the Atta-Boy for March.

As they say in the Coast Guard
"You have to go out, but you don't have to come back".

Does anyone know if Brad came back.

BENT PROP AWARD

See the story in the South End Float Report.

Because I haven't heard of a better nominee for this award. I think **Mr. Chuck Hough** is deserving. Welcome to the club.

Do we know where the B.P. A. is anyway?

BOAT OF THE MONTH

If you are looking for a standard of craftsmanship, a goal to strive for as a modeler, Jerry Julian's "Leading Lady" would be a good place to start.

Leading Lady, by Jerry Julian Part I

"Leading Lady" started out as a 58" Dumas Thompson trawler basic kit and was extensively modified from there. The kit was ordered by a customer of the local hobby shop and when it arrived it did not look like the advertisements (i.e. arrived in kit form not a finished model) so the customer decided not to purchase it. I purchased the kit with a trade for a finished Dumas tunnel hull.

I decided to use only the hull from the kit and to modify the deck house to meet the needs of the model I had in mind. I envisioned a model that would be a cross between the Hoquiam and LaClercq 54 foot, draft seiner. While the Thompson trawler is scaled at 9/16" =1', I found that if I changed the scale to 1/2" =1" the Dumas hull would be almost scale size, so building proceeded. That was two years ago.

The decks and bulkheads were installed per instructions and everything was fiberglassed for long life. I did not like the materials furnished with the kit so I used aircraft grade plywood for replacement parts. I used the kit parts for patterns. All installation work was done with "Duraglas" a commercial material used by large boat builders for attaching wood to fiberglass.

During this time period I was also doing research work on how I wanted the superstructure and equipment to look. I have an extensive collection of articles on fishing and work boats so I used this information and visited the Hoquiam Boat Works for the delivery of a 54 footer. I was able to

photograph this boat which helped making the decision on how the final design would appear. I was also fortunate to meet Sam LeCletcq, builder of the full sized LeCletcq boats and was able to visit his yard and get additional photos of his delivered design. The name of my boat comes from one he has previously built.

My background is in Industrial Design so I was able to take all of the ideas from my gathered information and transform these to working drawings using AutoCAD. These AutoCAD drawings became the patterns for the additional modifications of the deck house.

The existing raised funnel was cut from the roof and the rebuilt area was fiberglassed. The overlap of the house roof was extended all around to form an additional visor effect. The window cutouts were modified and the aft side of the house was cut off forming a new aft bulkhead with windows and doors fabricated and fiberglassed into place.

I wanted to have a detailed interior (last one for a long time) so I designed the interior parts using the Hoquiam for a model. To document the prototype I used still photo and a video camera. This provided the information for all of the electronics shown on the dash. The pilot house window frames were fabricated from styrene, these took two and a half days to complete. I model many of my detail parts from styrene and find it easy to work with. Windows were installed with 1/16" plex. and scale windshield wipers made from brass stock were added for effect. A captains chair and bunks with Naugahyde coverings were installed along with a chart table. Navigation, search, and interior lights have been added to complete that part of the model.

Leading Lady, Part II next month.



PRODUCT REVIEW

The October 93 newsletter included an article about **Pearl Model Ship Company** in Bremerton. Pearl is a one man operation producing scale models and scale model parts. **Dennis Lunde** is the one man running Pearl and most of us had a chance to meet Dennis at either the North End or the South End meeting. Dennis brought along a box of his metal castings for show and tell. As we saw, most of Dennis's stuff is warship fittings in 1/8", 1/16" or 3/32" scale.

TUGBOAT HARDWARE

Dennis is now changing to casting tugboat hardware in 3/8", 1/2" and possibly 1/4" scale. Although the project is in its infancy, I think we will see some high quality hardware not offered anywhere else.

Some items to look for include tank vents, bits, chocks and cleats binnacles, etc.....

If you drive a tug, keep this address:
Pearl Model Ship Company
P.O. Box 2255
Bremerton WA 98310
(206) 779-2719

WANT ADS

WANTED -

More articles for the newsletter
contact Mike Moor (206) 838-3651
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FOR SALE-

THANKS

Newsletter contribution Thanks
this month go to:
John Benthien, Ray Nelson and, Jerry Julian
and of course Steve O'Connell.

Fair winds and calm seas