



# THE BILGE PUMP

The Official Log of the  
Northwest R/C Ship Modelers

## February 2009



### Upcoming Events

#### February

- 2 Skagit R/C Ship Modelers  
7:00 pm PUD, Mt. Vernon
- 5 NWRCSM Meeting  
7:00 pm, Galaxy Hobby
- 6-8 Hobby Expo  
Monroe Fairgrounds
- 8 Fun Float  
12:00 pm, CWB Lake Union

#### March

- 2 Skagit R/C Ship Modelers  
7:00 pm PUD, Mt. Vernon
- 5 NWRCSM Meeting  
7:00 pm, Galaxy Hobby
- 8 Fun Float  
12:00 pm, CWB Lake Union

#### April

- 2 NWRCSM Meeting  
7:00 pm, Galaxy Hobby
- 5 Fun Float Springer Event  
Bellevue Park
- 6 Skagit R/C Ship Modelers  
7:00 pm PUD, Mt. Vernon



### Red Right Returning

By Randy Flodquist

By now we're over a week into the Obama administration but, publishing deadlines being what they are, I'm writing this on the 15th while watching the news come in on the jet crash in the Hudson River with all souls saved. Passenger ferries make good rescue boats. A sign of good things to come, I hope.

On the home (club) front I also have good news. At the January meeting we voted to book the Martha Lake Community Club for our dinner on December 3, 2009. We'll let a committee decide what to do in the space but, at least, we have room at the inn. We also voted to eliminate the complex scale judging at the Regatta on June 6. That will save so much time that we'll be able to let people run a second (maybe third?) boat. The course with just a few change from last year will be announced in detail at the February meeting (at the Skagit meeting too I hope).

This month we have the Northwest Hobby Expo at the Monroe fairgrounds on this Friday, Saturday, and Sunday. We'll have a booth (volunteers to schmooz the visitors still needed) and John Pineau of Nanaimo is bringing down a pond big enough to run Springers and maybe vessels somewhat larger. Hobby Expo is one of the highlights of the year and not to be missed. Lots of vendors will be there.

For those of you who can't make the regular meetings there is coffee in the backroom at Galaxy Hobby every Thursday morning at ten. And on the first Monday of the month. several members gather for coffee and conversation at Gordy's at 0930.

*Continued on next page*

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*Red Right Returning continued.*

And there is always the world wide web with things like RC Groups. And finally, be aware that member Mark Freeman has turned his picture deal into a blog that can be found on the Fremont Boat Co. website. And so we have lots of ways to enjoy boats, water, models, our lives and times. Do what you can to have a good time and help others have a good time too in these fascinating and, for some, perilous days.

## **Northwest R/C Ship Modelers Meeting Minutes**

**By Allan Wing**

The first meeting of the new year started right at 7 PM. There was a good turnout. The first order of business was to welcome guests and new members. We had two guests, Peter Heven's and Doug Gunter. Peter is working on a Nelson Victory Tug and Doug is thinking of moving over to slow boats from other R/C projects. We welcome them both and hope they will become members. New members attending the meeting were John Tyrrell and Lee Stewart.

Randy reminded the members that dues for 2009 are payable now if you have not already paid. Please give the money to Ed Mauer as soon as possible.

Randy then discussed the Hobby Expo that is scheduled for the Monroe Fair grounds on February 6, 7 & 8. We have a booth and need people to man the booth as well as help set up and take down. a sign-up sheet was passed around for members to indicate which days they would be available. A sign-up sheet was passed around for members to indicate which days they would be available. He also requested that we have a good showing of boats. The final day of the Expo is the same day as our February Fun float. As a result, he expects that we will have only a small number of members present Sunday afternoon. Randy also said there is a special event going on at the Center for Wooden Boats on Sunday February 8. They will be having a benefit luncheon and some of the old Tugs on display.

The Regatta was discussed with Ben and Al saying they would design the course again this year. It will be very close to what it was last year with a few modifications to expedite judging and provide more visibility to the judges. The question of static judging was discussed and it was decided to eliminate the formal judging and go with a vote by the participants. This should eliminate some of the time consuming problems encountered last year.

The December meeting and dinner was discussed. There was some concerns about cost and access by the Skagit members. It was agreed to work out details of the menu and who should

provide food till later but that we should reserve the Martha Lake Community Center as soon as possible to ensure it is available. When were discussing access by Skagit members there was a suggestion that we should have some club function at a location north of Lynwood so that the Skagit members could participate. One possibility suggested was to have the fall Springer event at a more northern location and possibly combine it with a pot luck picnic. This is something that needs to be worked out in the next few months.

Next Randy talked about having a presentation at the meetings by one of the members. Something each month that would be of general interest. It could be technical, a building technique or something else that the club has expressed interest. Mel suggested that we solicit inputs from the club to find what the members want to hear about. To kick off these presentations, Ben showed how to convert a servo into a speed control and motor for running a small boat, winch or other device. He demonstrated on an old servo to show how easy and quick it really is.

We then had a short break before the show and tell portion of the meeting. Earl was first after the break and he showed a new buoy on an island that he had built that will be a nice addition to the Regatta course. Ron showed a new large high speed boat he bought on e-bay. It was a partially completed kit that he rebuilt and fixed up. It will be an interesting high speed jet drive powered boat. Mel then showed some brass fitting he had purchased from Ken Valk at Wetgoose Marine Retail ([www.wetgoose.com](http://www.wetgoose.com)). Mel also showed some pictures he had received from Keith Lingsheid that showed the interior of a new boat Keith is working on. Doug Wilson showed his new boat and described how he had changed the placement of internal fixtures like batteries. Norm showed his new sternwheeler that he is patterning after the boat piloted by John Wayne in the movie Blood Alley. Doug Gunter showed the Springer he is building that he had to remove the fiber glass when it failed to set up. Earl then showed his Polo Springer Red Top and announced he would share his building techniques with anyone who was building a Polo Springer. This would be great because Earl's boats are the fastest Polo Springers in the club. He is willing to show anyone who is interested how to make a very competitive boat. John Tyrrell



showed his tiny aircraft carrier that he has run at the last two fun floats. Barry finished off the night with a story of how he almost lost his Atlantic while running in some of our stormy weather this last week.



## Skagit R/C Ship Modelers Meeting Minutes

By Keith Schermerhorn

A new year and the Skagit group was off and going with a small but enthusiastic group of 5. Now with the recent weather and all the snow, we figured some were still trying to get their driveways unburied so they didn't make it. For Larry, Len, Wayne, Keith, and a visit from Ralph kept the conversations focused and entertaining. No real old business to discuss, so we covered the 3 models that were brought. First was Keith's 1/72nd scale U-Boat model that is made by Revel. This model is a plastic model that will be radio controlled. It is going to be a surface runner only, but still needs to be built water tight. Some of the modifications done ( also included a discussion) was the removable of the molded rivets and over scale details. Although it does look neat, have you ever figured out how big those rivets and weld lines would really be if scaled out? The rivets in this scale would have been about 4 inches across in scale. So removable is achieved through sanding.

Larry had his latest sailboat well under way with construction. this is one of the kit class boats that the sailing crowd out in Anacortes are building/racing. The internal bracing was installed and the running gear in place. The sail arm on the large servo just fits across the beam of the hull. All the "guts" are centered low and as far forward to help with the displacement of the hull and keep the tail from dragging. Going to have a new Spectrum radio installed and Larry recommends it. Longtime member Ralph brought along an antique metal train that his father gave him. It is an engineering marvel since this one runs on "g" gauge track. Most notable is that this fine piece of machinery is over 100 years old and in great shape.

The only other conversation of the night was about the upcoming hobby show in Monroe in February. Even with the tough economy and doom-n-gloom news, most figured that the show will be bigger and better then ever. The reason for this though-- can't afford to travel, but can stay at home and have a hobby. We all hope that this is the case and wish the show great success. With that, we straightened the chairs and departed for our home ports until the next gathering in February.

### OPPORTUNITY!!!

At 1400 hours at the Armory at South Lake Union Park Chuck Fowler and Capt. Mark Freeman will have a slide presentation presenting their new book titled TUGBOATS OF PUGET SOUND from Arcadia Publishing. Mark will have BLUEBERRY there and the historic tug ELMORE will be there and probably others. ARTHUR FOSS will be open and maybe running the big Washington Ironworks engine. At 1500 "tugboat stew" will be available for around \$15. The event is being co-sponsored by the Center for Wooden Boats, Northwest Seaport, and the Puget Sound Maritime Historical Society. A worthy event. And, low and behold, it is on the same day as our fun float so you could be there anyway.



***Important***  
***There are currently 26 members who have not paid dues for 2009. Please make payments to Ed Maurer as soon as possible.***

# WHY?

By Scott Baumann



Why did you do it? Why did you choose that particular model to build? Are you interested in the history of that particular craft or that class? Did you pick it because it was associated with someone you knew? Did you want to honor someone by building his vessel?

Or did you choose it for performance issues? Did you just desire something into which you could drop the biggest motor possible to slay the competition when it comes to the “bollard pull?” Or maybe you chose maneuverability as your benchmark. Perhaps you chose your hull for the types and numbers of propulsion units you attach in a scale manner, the better to win a Foss Cup?

Was your determining factor a desire to try a new technology? After fashioning a couple of traditional single-screw tugs, perhaps a kort nozzle, multiple-screw, or Z-drive arrangement was calling to you over the water.

Or maybe a photo you once saw was calling as your muse in this case. I have tug calendars with several striking images. One is a traditional working tug done up in caboose red. Another is a more modern baby blue rig which looks beautiful on a bright sunlit estuary.

Your decision is important, and fellow club members would enjoy reading or hearing about why you made the choice(s) you did. So why don't you share these stories with us?

For example, after trying to make a 1/32 scale Lindberg PT-109 work, I have settled on a Midwest 1/20 PT. Why did I do this?

For one, the operational history of United States Navy motor torpedo boats of World War II, and their crews, fascinate me. MTB Squadron Three, assigned to the Philippines at the outbreak of the war, was made legendary. They invented tactics and earned the respect on the Regular Navy even as they were expended. They damaged the enemy far out of proportion to their size and their limited manpower. Because of them, the MTB program was expanded thirty-fold, and before the war was over motor torpedo boats were fighting effectively on three fronts.

PT boats were an accident of being at the right time and the right place, particularly when it comes to the lack of use of radar by the enemy. By 1945 they were rendered virtually obsolete. But during the war years PT commanders wrote a new book on MTB tactics. They invented and adapted as necessity demanded. They were very much akin to Naval Aviators in that fashion.

Most of what the public knew about the PT boats was fanciful. The truth was far most sobering. They suffered from failures of the design of their torpedoes and torpedo launchers. They suffered from the incredible blackness of Solomon Island waters at night in normally rainy conditions. They suffered from the fact that their run-down boats couldn't outrun Japanese destroyers. But still they and their men were infinitely disruptive of enemy attempts to dislodge American landings in the Southwest Pacific. And the same in the Mediterranean Sea.

I have wanted to model a PT boat for many years. The Lindberg 1/32 scale PT-109 model was out of production for a decade. Out of desperation I even bought an old completed Lindberg PT-109 from Keith Schermerhorn, but was unable to successfully convert it to R/C. Then the Lindberg PT-109 appeared on the market once again. Bob Jacobson recommended it as a highly performing boat. In my sudden excitement of the kit's availability, I bought not one, not two, but THREE kits. But after building one, I realized that its size limited what I could do with it. I coveted the 1/20 scale Midwest kit, but its price put it out of contention. Then this last month my bride gave it to me for Christmas! I got it running in (for me) record time.

It performed well at CWB. But I knew from Mel's experience with the kit that it has some weaknesses (shall we say “challenges?”). But I'm off and running with it. I hope to expand it with some add-ons, and make it a useful addition to the club fleet, modeling it as Dick Keresey's PT-105 from the summer of 1943. And there you have it!



## January Fun Float By Allan Wing

It was a cold and windy day with some rain. The cold and threat of rain kept many of our members away. The turnout was so small that we only had 3 boats in the water. The 3 boats were Randy's Carlisle, Scott Bauman's PT-109 on its maiden voyage and my Henry Foss. Scott was worried about running at Lake Union without a tug standing by. The Center for Wooden Boats is a good place for winter Fun Floats but the water is deep (up to 50 feet) and if there is the normal south wind, a boat that goes dead in the water could end up over a mile to the north at Gas Works Park. Ben helped by placing Scott's new boat in the water and he was off and running. After a few minutes of running at low speed, Scott finally was ready to run at high speed. The boat performed flawlessly. The PT-109 looked very impressive at high speed. Finally after many minutes of running the batteries were dead. The PT boats use a lot of power and are limited in the amount of batteries they can carry because of weight limitations. With a strong south wind the PT boat was drifting north toward Gas Works Park. This is why Scott wanted a Tug backup. A gentle push back to the dock by the Henry Foss was greatly appreciated. It was a good maiden voyage for Scott and the PT-109. Just recharge the batteries and they will be ready to go again. By this time we were all cold and we retired to the boat house to discuss details of the Bellevue Pond schedule and to re-view the Regatta course with Ben and Al. It is our intention to have the course and scoring defined early this year.



**Nervous Skipper**



**Good Run**

**Getting an assist  
back to the  
Dock**



Check out the web edition of the newsletter for additional pictures.



## **Member Spotlight**

**By Dr. Ron**

### **DAVE WHITE**

Born in Akron, Ohio in 1943 , Dave spent his youth hopping around the world and attending 18 different schools because of his father's changing assignments as an Air Force pilot. Dave earned a BS in personnel management at Ohio State University and then entered the Air Force as a transportation officer – loading and unloading cargo aircraft. After 2 1½ years he went on to work for an engineering and construction firm for 10 years. He now works 2 days a week at Eastside Trains.

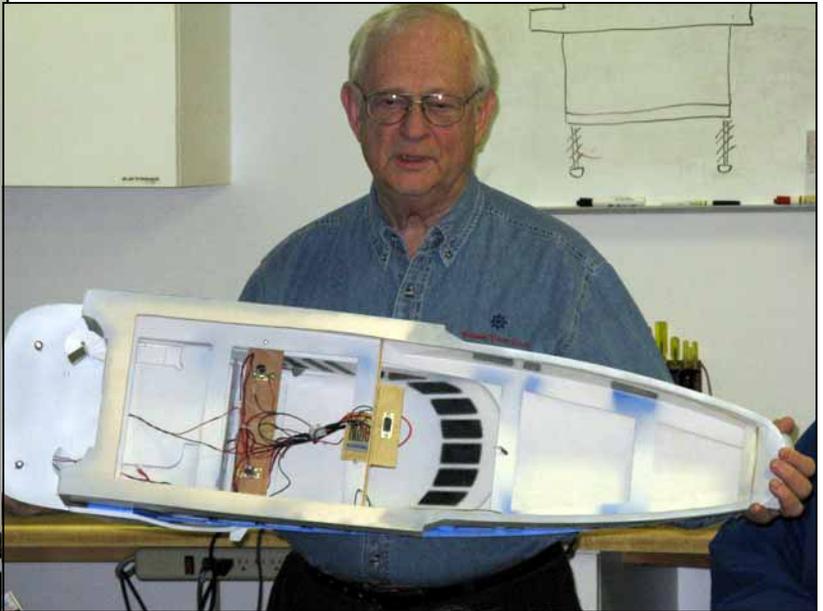
He received his first train at the age of 6 and began building trains and layouts at age 10, which he continues to this day. He has 450 foot of railroad track in his back yard and has earned several 1sts in scratch building trains at the Garden Railway conventions. After trying airplanes with disappointment from crashes, he went to boat modeling in 1979. The first model was a harbor tour boat followed by a Lindberg corvette, Midwest harbor tug ( Brooklyn ) and currently a Mr. Darby as well as several other fiberglass tugs and steam tugs. The one he runs most of the time is his White River, a Guardian tug built by Ron Burchett.

Dave joined the club 3 years ago after seeing a club flyer at Galaxy Hobby and talking to Bob Jacobsen. Since joining he has been a regular at meetings and events and was pondmaster for the '06 and '07 regattas and helped with salvage at this years Foss Cup.

As for suggestions for the good of the club he would like the members not to engage in conversation when someone has the floor and remember that our club is for fun and meetings shouldn't be taken so seriously. He really enjoys the club and free exchange of ideas.



# January Meeting



# January Fun Float

