

# NORTHWEST R/C SHIPMODELERS

## PRESIDENT

Steve O'Connell  
21426 N.E. 16th St.  
Redmond WA 98053  
(206) 868-6957

## VICE PRESIDENT

Andy Paris  
309 S.W. 325th Pl.  
Federal Way WA 98023  
(206) 838-6339

## TREASURER

Lou Magnabosco  
2013 Oakes Ave.  
Everett WA 98201  
(206) 258-4694

## NEWSLETTER EDITOR

Mike Moor  
2738 S.W. 314 th St.  
Federal Way WA 98023  
(206) 838-3651

## November 1994 Newsletter

### FALL CALENDAR

#### November 1994

North End Meeting	11/3	Innis Arden
North End float	11/6	Belleview
South End meeting	11/17	Andy's
South End float	11/20	Steel Lake

#### South End:

All meeting will be held at Andy's on the 3rd Thursday of each month starting about 7:00. All Floats will be on the following Sunday at Steel Lake starting at 1:00. Keep this schedule cause there may not be a newsletter after January.

### President's Notes

Steve O'Connell

Our annual Christmas meeting is not far off and so far we do not have a sponsor for the "Bear" room. If you know of an active duty coast Guardsman willing to sponsor our December meeting, make the necessary arrangements for December 1. If we don't come up with a sponsor, its cookies and punch at Innes Arden.

### From the Editor

Mike Moor

Lots of news in the last newsletter. Potentially **all** of our club's officers will be leaving their assigned jobs. This should promote a marginal "pucker factor" for any

club members interested in maintaining the quality of life we enjoy in our club now.

During the meeting Thursday, **Steve O'Connell** discussed the future of our club and what it will take to continue and improve.

**Volunteers.** Volunteers to share the load.

If you think of club leadership several names and faces pop into view; **Steve O'Connell, Cliff Shaw, Lou Magnabosco, Ray Nelson, Jerry Julian** and a few more. A very few more.

There are nearly 100 members OUR club and I am sure the talent is there, *but ya gotta step up.* I know that time is scarce, but it's the same for all of us. Our club needs **"YOU"** to help.

Maybe we need to be more creative about club leadership. Cliff proposed having "Steering Committees", that is a great way to share the load. Adding titles like Fun Float Director, Meeting Director, May Regatta Director, Foss Cup Director, Club Database Custodian, each position requires unique talents and marginal effort.....

OK, OK I'll stop now, but keep in mind the January meeting will need someone to turn on the lights.

By the way, for any of you sharp eyed skippers who noticed that last months newsletter ended a little abruptly, IT DID. The last page was misplaced and could not be included. If I have room I'll put in the good stuff this month.

## Meetings and Floats

### September 6 North End Meeting

As reported by Robert Osmond

23 members attended the meeting.

**Steve O'Connell** was our M.C. and conscience for the evening, discussing elections and nominations for club positions available in January. Of great importance was the unavailing of the new **Bent Prop Award**. The propeller is said-to-be a racing propeller from a steam boat? Judging from its appearance I'm not sure if it is bent or just should be. Thanks to **Gordy Canney** for the new trophy.

**Cliff Shaw** is the First to receive this prestigious award for running over Dave Basden's sub at Harbor Days and relieving said sub of one periscope.

Glad to see **Steve Conradi** back at the meeting. Steve's schedule has prevented him from showing up at meetings. Welcome back Steve.

**Andy Paris** is looking to change jobs. He is a candidate for the office of Treasurer / Club Database. Oh ya, Andy has also volunteered to teach boat handling and seamanship. Hey Andy, keep your day job.

**Ray Nelson** stepped up to the responsibility of organizing the **Puyallup Show**. This is a great opportunity for another club member to become Ray's right-hand-person. Work the project with Ray. Learn the ropes and take the job next year. Remember, Ray will have his 42 foot (full scale) schooner done by then and he will be cruising fjords in Southeast Alaska.

Mike Lyon presented a great report on the Victoria regatta complete with photos. Mike reported on the hospitality afforded by our scale boating brothers to the North and of the high quality regatta they put on.

**Mike Moor** and **Steve O'Connell** discussed the 1995 Foss Cup and were looking for club member input and participation. If you want to help call Mike or Steve, phone numbers are in the newsletter masthead.

**Dave Kentala** suggested providing a "demo" boat for crowd operation. Steve O'Connell noted that was how **Dick Sackville** was brought into the club. Good idea Dave, maybe you could follow up on that one.

## SHOW & TELL

**Steve O'Connell** - U.S. Since 1945 by ?

**Michael Lyon** - The "by now somewhat infamous" *Creole Queen* with literally all of the calliopes, whistles and lights one might expect on a Mississippi stern wheeler.

**Phil Northrup** - The tugboat *Snohomish*. Once again the "Wenatchee Flash" has a new boat and a very nice one to boot. Phil ran the *Snohomish* in the pool - no problems.

**Ray Nelson** - Another of our clubs shellbacks, Ray brought in the nearly completed, planked hull of the *Arthur Foss*. It should be no surprise that the new *Arthur* hull borders on artwork.

It should be noted that Ray is the unofficial Ships Carpenter aboard the real *Arthur Foss*. In fact he drove the *Arthur* up and down Puget Sound last week.

**Cliff Shaw** - Showed off his newest **Ross Hatte** designed hydroplane hull. A hot little number of unique construction and design. The power plant is some sort of power sucking 1/2 H.P. motor that has fewer armature winds than power leads. Anyway it will probably be pretty fast.

**Mike Moor** - Had his 29 inch twin screw tug *Naupaka*. Mike demonstrated one requirement for operating tug construction by lifting the *Naupaka* (33 pounds) off of the

stand with two of the tugs quarter bits. Mike also demonstrated a scale searchlight made from a Maglite reflector and bulb and a searchlight and stand casting from Pearl Models.

**Robert Osmond** - In discussion about barge handling suggested jamb cleats (normally used on 1:1 scale sailboats) as a quick way to hitch up to a tug.

**Andy Paris** - Displayed his latest Flying Models article about Pearl Models and **Dennis Lunde's** casting technique.

After the meeting half of the crowd went out to the pool for a little running. In the pond was the *Creole Queen*, the *Snohomish* and the *Naupaka*.

**October 9** **North End Float**  
by Mike Moor

What a float! .....I should say!

The theme of the float was Tugboats and there was tugboats, a bunch of em and barges too. **Joe Reidi** brought his tug and 10 foot long oil barge. Joe set up his barge with quick release lines which make it a snap to switch tugs. **Gordy's Shelly** put in some time behind Joe's barge and behind my 11 foot long ocean barge.

**Ray Nelson** had his sawdust barge out and was doing fancy line releases and tow changes by R/C. At the end of the day Ray broke out his Lindberg "mini" Coast Guard tug with barge. The whole setup wasn't 36 inches long including the tow line. Oh yea, Ray also had the *Seguin*, the *Paterson* and the *Foundation Franklin* on the pond.

**Cliff Shaw** had his big tug out with a different superstructure.

**Phil Northrup** had the *Lehigh* with barge and his newest creation the *Snohomish*. The *Snohomish* was doing some sea trials and I heard Phil commenting on some handling problems. anyway, it sure looked nice.

**Gene Lemon** brought out his *Seguin* and it was running great. Gene ran his *Seguin* till the batteries ran down.

Besides tugs **Dave Kentala** brought his sailboat out for a spin. Dave also spent some time thinking up ideas for the Foss Cup. Dave came up with a plan for handicapping tugs and an auto docking monitor to make dock judging easier. Thanks Dave.

What would a float be without a visit from the German (**Andy Paris**)Navy. The Prinz E. was on the high seas and was actually running to scale and following rules of the road. Rumor has it that **Cliff** was at the helm at the time of the sightings.

The excitement of the day came with **Michael "RollOver" Lyon** and his dramatic demonstration of a Cliff & Bob bilge pump. Apparently Mike is still fine tuning the stability numbers on his *Creole Queen* which takes on a strong list and copious amounts of pond water. See you in the BPA Mike.

I had my fun on the pond with my *Naupaka* and my big barge. The 29 inch *Naupaka* was pushing that 11 foot slab around quite well, so I decided to go for a ride. Carefully climbing onto the barge I found it was stable, despite the sudden change in the Center of Gravity. So sidesaddle in a cross-legged sit I toured the pond. It was a gas. Driving while on board was easy, I never had to worry about reversing control for the boat heading toward me. Some observations from at sea:

The bottom of the pond is dirty,  
There are a bunch of white disks scattered on the pond bottom.

It takes a long time to stop a loaded barge.  
and

People look at you when you are riding around the pond on a barge.

Anyway it was a lot of fun. Latch your tug up and go for a spin next time.

**October 20**

**South End Float**

The first indoor meeting of the Winter season held in Andy's (freshly vacuumed) den. And what better way to start the meeting season than to have our President, **Steve O'Connell** visited our meeting.

The hospitality rug has been kept in good condition all Summer and it was rolled out once again. Louise provided tasty snacks and soft drinks for our enjoyment. I still think Louise's food is why there is a South End Fleet.

Attending this meeting was **Ray Nelson, Andy Paris, Bud Lynn, Gene Lemon, Brad Young, Dave Smith, Mike Moor and Steve O'Connell.**

Topics of conversation included the Puyallup Show, the May Regatta and the Foss Cup. Also, "Good Job to **Brad Young** for his two fireboat entries in the Puyallup Fair. Brad recommends the fair for other members.

Show & Tell was small but very enjoyable. **Ray Nelson** brought (another) well built, beautiful plank on frame hull. This hull is a contract job for **Steve O'Connell**. The hull came from the Seguin kit but Ray modified it per drawings for the Arthur Foss. Ray is on the crew of the *Arthur* and is a great source of info and, I think he will hand build hulls (for a price) for club members. ray also brought his display model of the *Edward L.* in its display case and running lights.

**Gerald Sager** brought in his newest creation a highly modified Dumas model of the U.S.C.G. 44 foot Motor Life Boat. The 44 footer is a classic an Gerry is doing a great job on this model. His detail and accuracy include canvas side panels with clear windows and pike poles hanging from authentic leather straps. You can spend lots of time just finding the details Gerry put on this boat. Good Job Gerry.

**October 23**

**South End Float**

by Mike Moor

Steel Lake was devoid of R/C boaters when I arrived, so I put the Naupaka in the water plopped myself down on a rock and practiced. Within a few minutes **Ray Nelson** rolled up and put Paterson in and the two of us sat and practiced. The weather was nice, cool but clear and dry. Naupaka and Paterson had a great time docking, undocking, pushing and just playing.

shortly after Gerry Sager drove up, put his crew boat in the pond and the three of us played for a couple of hours.

Richard Mac Farlane and Roger ? showed up and took home new member applications. Roger is building a 44 foot motor lifeboat and Richard is building an old style tug.

Good float, good conversation, good time.

**International Maritime Pilots Association  
Congress**

by Mike Moor

On Monday afternoon September 19th, after work **Jerry Julian** and I piled boats and support equipment into the back of my truck and got on I-5 Northbound for Vancouver. after a stop in Bellingham to drop off supplies to Jerry's daughter at Western Washington U. and a game of 220 questions with Canadian Customs we arrived at Brian Dean's in White Rock, B.C. at 1:00 AM. Next day, bright and early Jerry and I continued to Vancouver to the Expo Center, Plaza of Nations.

**Ron Burchett** organized a scale tugboat show principally to demonstrate his two new Z-Peller tugs and their ship handling capability. The two tugs, the *Seaspan Hawk* and the *Ruth M* had 360 degree z-peller drives producing in excess of 10 pounds of bollard pull. The tugs have Z-drives designed and built by Ron and **Brian Dean**.

Also on display was Ron's Seaspan self dumping log barge and the *Seaspan Regent*. Other tugs included the *Charles Cates 2 & 6*, *Gillfoam*, *Westminster Hunter*, *Island Champion*, *Island Guardian*, *Navigator* and the *Naupaka*. **Foss Maritime** brought along

the builders models of the *Pacific Tractor* and the *Lindsey Foss*.

Tug operations included two log barge dumps and ship handling with Ron's 19 foot scale super tanker (yes, you read it right 19 feet long). All of this was done indoors, adjacent to the formal dinner for the pilots.

The pond is an inflatable 25 x 50 foot pond able to hold about 30 inches of water. We were able to set up the pond in about 14 minutes, but it took another 2 hours to fill the pond with a fire hose.

Logistics of this operation were quite impressive. The pool and the super tanker were brought in and unloaded from a large flatbed truck with a hydraulic boom. Three other support vehicles were required to transport equipment.

The demonstration crew consisted of **Ron Burchett, Shawn Burchett, Brian Dean, Michael Dean (no relation), Lorne Scott, Jerry Julian and Mike Moor.**

The demonstration started about 4:00 PM (only an hour after the pool was filled). The Pilots came from all around the world, I spoke with pilots from France, England, Japan, China, Australia and Russia. Also in attendance were representatives from *Voith Schneider, Schottel, Niigata (Z-Drives), Seaspan, Foss and Elliott Bay Design.* Demos and free running continued through the evening including Mark Mulligan, the designer of the *Seaspan Hawk* and *Falcon* who took the controls of the *Hawk*.

The last log dump was over and boats were packed by about Midnight, and Jerry and I hit the road for Seattle. It was a very long but eventful day and A LOT OF FUN!

**Jerry Julian** has a video and photos to show at a meeting soon.

Most of the boats operating at the Pilots conference, including the super tanker, the

log barge and the Z-Peller tugs will be at the Foss Cup next September.

**V.M.S.S. REGATTA**  
Victoria Model Shipbuilding Society  
**VICTORIA B.C.**  
by Mike Lyon

Marianne and I attended the Victoria regatta and spent some extra time in Victoria, a most delightful city.

The regatta itself was held on Elk Lake, about 4 miles North of Victoria. The site is actually the boat house of the Victoria Rowing club. Facilities at the lake are excellent with a large shelter structure at lakeside and a large concrete apron.

The regatta is a two day affair with sailing on Saturday and "stink potters" on Sunday. The weather was bright and clear with 70 degree temperatures both days.

### Static Judging

The static judging area had 16, 8 foot display tables set up in a "U" shape. In the center of the "U" was a table with a lazy susan. All boats were arranged on the display tables with judges on the inside of the "U" and spectators kept on the outside. For judging, the boat was taken from the display table and placed on the lazy susan. Here the judges could sit and inspect every angle of the boat with ease. When the boat finished judging it was returned to the display table and the next boat was brought to the turntable.

Other facts about the program were:

1. A PA system for announcements with a remote microphone on the course commander.
2. Floating docks provided easy access to the water. Originally the docks were designed for launching racing shells.
3. All scoring was done by computer, scores were available quickly.
4. There was a concession stand at the course providing hot dogs cookies and home made doughnuts. Profits went to charity.

5. And of course. rest rooms were available at lakeside.

### Navigation Course

The course required a lot of backing and some figure-8 maneuvers not typical to marine operation. The course included icebergs and mine fields. The mine fields had to be done in reverse, and if you didn't do it right the first time you were disqualified.

The quality of boats was first class. There was one Shelly Foss with detail including a comical view of the "occupied head". the Creole Queen was also a big hit as the banjo music echoed across the lake.

The Captains I met were wonderful people, helpful, cordial and full of good humor. I spent a lot of time with Bill Hukin, the club President. Bill said he wants to have more participation in our events, and to have us come to theirs.

A problem faced by getting to and leaving Vancouver Island is the cost of the ferry ride. They have lessened that problem by ride sharing across. Another problem is lodging, The Canadians have offered U.S. skippers overnight lodging when they come to the V.M.S.S. regatta. It would be nice if we could provide the same offer to them.

They also said they would like to get a copy of our newsletters.

Misc. Comments:

Bed and Breakfast is available for 45. Canadian or \$27.90 U.S.

The Maritime Museum and the B.C. Royal Museum are a must.

Pubs.

The town is a great place.

### GOOD IDEAS

Harbor Images 1995 Calendar

This is a nice calendar with the month pages sporting 8"X10" color pictures of..... Tugboats. The calendar costs \$9.95 + 78 cents tax for Washington residents. Canadians add 50 cents.

Harbor Images also has note cards and Christmas cards with tug and towboat pictures.

To order, send: the number of calendars you want along with the proper amount of money and your name and address to

HARBOR IMAGES

P.O. BOX 1176

Richland WA 99352

### BOAT OF THE MONTH

USS TACOMA

Built by **Jim Elder**

About six years ago I fell under the spell of a sea siren. Who would believe things would have lasted this long. The project is about complete, hot damn, and life can start anew (another model). But here's the story about a Mosquito fleet steamer built in 1913 and touted to be the fastest single screw steamer in the world at the time. Not some wishful thinking by me but official Lloyds of London stuff. Hull No. 73, built by the Seattle Dry Dock and Construction Company on Seattle's Harbor Island, took 10 months and \$200,000 to complete. The 221 foot 1000 day passenger steamer could cover the distance from the Coleman Dock in Seattle to the Eleventh Street Municipal dock in Tacoma in 77 minutes routinely logging 21 knots. I first discovered the ship on a subject search for a new model. Not any old boat would do so to reduce the field it would be Puget Sound in origin, a part of the mosquito fleet, and lots of information available. The first to come up was the Virginia V. then other well known steamers of the era, the Kitsap, Flyer, Indianapolis and more. Virginia V came out on top and a live ship for copy made it the obvious choice but frankly to me it lacked something special, an elegance, a grace of line. Then came pay dirt in the Everett Library Northwest History room. The grandson of Everett Coffin, the Tacoma's

captain, wrote a series of articles about the captain's life. In it were some photos of the Tacoma. What a difference finally something with long graceful lines and most important some tracks to follow for more information. Oh ya, how would you like to sail with a captain named Coffin? Sure would instill lots of confidence, right. Next stop was an appointment at the Puget Sound Maritime Historical Society archives. It's in the basement of the Museum of Science and Industry near the U of W football stadium. Neat place for nautical historical research. If only they didn't require an appointment just to get in the door. Besides discovering more pictures, I made a search through the Seattle Directory from 1913 through 1917 and turned up the surprise. Todd Ship Yard had bought the company that constructed the Tacoma. Well things are looking promising. Todd turned out to be very amiable and helpful when asking about plans. It turned out no plans existed in their survey department but they new a recently retired Naval Architect from the company was a nautical history buff. Oh good fortune, he'd did have half breath lines of the hull sketched from records at Todd. Also found he is president of the Puget Sound Maritime Society. Research gets exciting when loops start closing. By this time it's about one year into the project. Not one keel plate is on the ways but there's plenty of reward found in hunt, new places and friends. Next its time to think about construction. By Jim Elder ☺

### COMING ATTRACTION

## NORTHWEST RADIO CONTROL MODEL EXPOSITION

February 4th and 5th  
Saturday 9 AM to 6 PM  
Sunday 10 AM to 5 PM

This isn't that far away, so put it on your *Harbor Images* calendar before your wife schedules a camping trip or a car wash.

**Ray Nelson** is heading up this years activities, I'm sure he could use help.

### ATTA-BOY

My decision again? O.K. **Gene Lemon** For taking the initiate to drive to the top of the great mountain to visit the guru plank on frame hull construction. No, not **Ray**, the other guru **Phil Northrup**.

### BENT PROP AWARD

Anyway whatever we call it its going back to **Mike Lyon** for the second rollover of the *Creole Queen*. The CQ rolled at the Bellevue float in front of a crowd of thousands. C.G. Michael C.G.

### THE FOSS CUP

by Mike Moor

At the last meeting I was asked about getting help in tugboat handling. OK here! Practice driving your tug. Go out and find a log or dock or wall and practice docking, undocking, backing in etc. etc. Make a game of it see how slow you can go and still have control of your boat. Throw a piece of 2 x 4 in and push it around. Barge handling, ship handling and tug handling are just "boat handling". Practice. Make sure your tug is ready. Towing bits, quarter bits and other fittings must be tough. If you are comfortable with picking your boat up by any two fittings you will have no problem. Towing a barge "on the hip" or "in the notch" are the easiest methods for moving a barge. Next float ask Steve, Robert, Lou, Cliff, Gordy, Jerry, Ray or Mike. The pond is a good place to learn but you have to ask.

### THANKS

Newsletter contribution Thanks  
this month go to:

**Mike Lyon, Robert Osmond, Jim Elder,  
Jerry Julian, Ray Nelson and, of course  
Steve O'Connell.**

*Fair winds and calm seas*