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October 1994 Newsletter

FALL CALENDAR

October 1994

North End Meeting	10/6	Innis Arden
North End float	10/9	Bellevue
South End meeting	10/20	Andy's
South End float	10/23	Steel Lake

President's Notes

Steve O'Connell

Well, it has been a long time since I wrote anything for my own column, but I have been really busy and unable to meet Mike's Draconian deadlines.

I guess the most pressing thing on my mind is the present state of the club. When I was elected President, we had around 75 members. This number has grown over three years to about 100. When I took over we were nip and tuck financially and we have been able to change a few things so we operate completely in the black and now we have a considerable "cushion" in the bank.

Considering the time of year, this column probably sounds like a campaign ad, but that is really not the case. I think it is time I step down / aside / behind, and let someone else run this club and continue to take it in the direction the members want. I have a lot of reasons for this, but I think the biggest reason would have to be my own frustration at not getting as much done as I would have liked. The key to this, besides commitment, is time.

I simply do not have the time to devote to club business any longer, and I don't think that is doing anyone any good.

I would suggest the job be taken by someone who can not only perform the duties, but has the time. I think that one of you wise, retired guys would be perfect. I further suggest that some of the rest of you 100 members get off your transoms and help the new guy. The ideal setup would be for the president to be an administrator with each of the major club jobs / offices split up among 8 to 10 people. You will notice that Mike Moor is giving his notice that he will publish his last news letter in December of this year. Lou Magnabosco, our Treasurer, has also said he would like to be relieved as of the December elections. These decisions must be respected and new people must step forward.

In addition to filling these positions we should establish some new jobs to unload the office of President. We need people to step forward and take over special presentations and locations for meetings, schedule fun-float themes and locations to keep them from getting stale. We need a Membership Chairman / Treasurer to keep the books and database straight. We need a VP to organize and run the May Regatta and another one to do the same for the Foss Cup in the Fall of 1995. We need another crackerjack Newsletter Editor who has the computer know-how and flair to take over from Mike.

In short, the future of this club is really up to you. The club can be held up for a short time

by another small group of people or it can collapse from its own weight. Better would be for a bunch of club members to get together, divide up the work and make the club even better than it is now.

I look forward to discussing this at the next couple of meetings as we take nominations for the December elections. It has been a pleasure being President and I have enjoyed working with the other officers over the past three years. Thanks to **Mike Moor, Lou Magnabosco, Andy Paris, Robert Osmond and Bill Michaels.**

From the Editor

Mike Moor

South End Winter Schedule

Summer is over, the days are getting short and the park closes early. This means the South end fleet will be changing to our Winter schedule starting October

Indoor meeting will be held on the 3rd Thursday, followed by a float (outdoors) on the following Sunday. Meetings start about 7:15 PM and the floats will start about 1:00 PM.

The first meeting will be at Andy's on Thursday, October 20th. The float will be on Sunday Oct. 23 at Steel Lake.

For our first indoor meeting we will do a survey of members attending to determine what business, training or just fun things to do over the Winter.

As of January 1995 the position of Newsletter Editor will be open. The December 1994 newsletter will be my last. I have enjoyed editing all the 15 newsletters and I will contribute articles to the new Editor.

My thank to those members who sent articles. Believe me this job is much easier

and more interesting (for Editor and reader) with input from members.

Special thanks to **Robert Osmond, Gordy Canney, Andy Paris, John Benthien, Keith Schermerhorn and Steve O'Connell** for Regular reports.

Mike Moor

Meetings and Floats

September 1 North End Meeting
As reported by **Cliff Shaw**

The regularly scheduled meeting of the **Northwest R/C Shipmodelers** was held as usual at the Innis Arden clubhouse on Thursday, September first. Club business included discussion of preliminary plans to hold a scale regatta exclusively for tugboats in the fall of 95. The regular May Regatta would not change. The idea is to do a All - Tug / Work boat scale regatta with special events designed for this type of vessel.

Our club president, Steve O'Connell indicated that alternate locations for the monthly (Sunday following the first Thursday) Fun Float might be called out in the monthly NEWSLETTER. He said to read the newsletter to keep up to date.

The BPA (bent propeller award) had one nominee, **Mike Lyon**. He was forced into explaining the lessons in CG (center of gravity) learned while launching the *Creole Queen* for the first time. During the often interrupted explanation it was heard from someone in the audience, "*The Creole Queen* MOONED the crowd". (showed her bottom) Mike got unanimous approval for the August BPA.

On display for the evening were several things of great interest. But first, a new member was signed aboard Thursday evening, **John Denning**. John already has a working tug. His tug *Salty* is nearing

completion and It is a beauty. The inside (bilge) is as neat as the exterior.

John asked for help in researching a tug named "*James B*" he saw next to the ferry landing on Bainbridge Island.

Cliff Shaw showed off the *Scrap Iron* Salvage tug he is working on for a former member, **Bob Clare**. It had the biggest motor anyone had ever seen. The intent of the rework to the tug is to beat **Mike Moor's** bollard pull record.

Phil Northrup displayed photos taken from his barge mounted camera. Phil's other hobby is photography. The water level shots of model boats are really interesting. Ask Phil to take a picture of your boat next time he has his "barge cam" operating.

Andy Paris, one of the scale boat writers for *Flying Models Magazine*, wanted everyone to know that his column has pictures of **Vick Lanza's** crane barge, very nice pictures of a very nice model.

As you all know **Jim Sisley** is into submarines. He brought a few of the snapshots he took of the Sub Regatta held at the New London Sub Base in Gorton Connecticut. in July.

The meeting was over a little before 22:00. We hope to see you at the October meeting.

September 4 North End Float

There was a North End funfloat, just ask Scott Bauman. Scott and his Son showed up at the pond in Bellevue and ran without problems with frequency or traffic.

September 8 First South End Float

The South Enders have been blessed with great weather all Summer and once again Mother Nature cooperated.

Andy and **Brad** were, as always struggling for control of channel 72. Brad's small red

Fireboat #1 and Andy's Prinz E. operate on the same frequency. For that matter, Andy and Brad run on the same frequency.

Ray Nelson was on the pond with Paterson. He was also providing some Fatherly advise on planking a hull to **Dave Smith**. Yes, I know Dave has been planking that hull for a year and a half, but he is making progress. Dave has been modifying the kit and so far it is looking pretty good.

Jerry Sager had his large cabin cruiser out. Not to many cabin cruisers, and Jerry did a nice job on this one.

Mike Moor showed up boatless, however he had **Ted Ballew** in tow. Ted is Mike's stepson's Grandfather and a marine designer. Ted designed several fishing boats which are still working the West Coast of Washington and in Alaska.

September 22 Second South End Float

SPECIAL EVENT

Going to sea on a Foss tug by Gordy Canney

On Saturday August 27th six lucky club members set sail around Puget Sound aboard the Martha Foss. Included on the voyage were Gordy Canney, Lou Magnabosco, Mel Suelzle, Joe Reidi, Phil Northrup and *somebody else*. During the trip, all were allowed to take the helm of the Martha and all found the steering response of the full scale boat was considerably slower than their scale models. "Snake wake" may well have applied to each of the rookie helmsmen.

Fortunately, no one was testing for a license or running a nav course and everyone had fun.

REGATTAS

HARBOR DAYS WORKBOAT / TUGBOAT EVENT

School starts, Summer ends and the annual **Harbor Days Festival** in Olympia has come and gone for 1994. Once again **Jerry Julian** and **Jim Elder** organized and ran a first class event. This year the theme was Workboats / Tugboats and was basically a funfloat with awards presented for modeling quality. I guess we were due, 1994 brought RAIN,..... RAIN AND WIND,..... RAIN, WIND AND ROUGH SEAS.

Despite several cabanas and a variety of umbrellas ranging in size from the 24 inch "Executive" model to some sporty canopies which would not look out of place with "CINZANO" printed on them, almost everyone got wet.

The poor weather did not ruin the day, except for a few "lightweights" most skippers stuck around. Sure enough the sun came out..... Then it started to rain again, then sun, then rain etc. etc. etc.

Despite all of this mess, the float was a success. boats from Spokane, Canada, Everett and the South Sound stuck it out for the duration. There was a fair sized delegation from Portland but those were the lightweights who left when it started to rain. Maybe they are just smarter than the rest of us. An informal count found about 30 boats around for the judging.

Running in Capitol Lake was pretty good while the weather held. Tugs were criss-crossing the bay, some pushing barges, some pulling barges and others just navigating.

A couple heavy cruisers were patrolling the waters, just to keep the tug's skippers alert. Sharp eyed lookouts even spotted a German U-Boat on the prowl. No problem however, an amorous seagull perused the sub and then a dauntless tug skipper removed one of the subs periscopes in a daring assault. Don't worry **Cliff**, I won't say who that tug driver was.

As the afternoon matured so did the wind and soon it was too rough for most boats to operate. This provided skippers with a good chance to stand around and tell stories and drip dry.

I would like to name every skipper and boat in attendance, but I don't have all names and I don't want to leave anyone out. It was, however GREAT to see all of you there. Especially all who traveled long distances to attend. THANK YOU and COME BACK.

Judging was informal. The Harbor Days organization provided six plaques for awards. Judges divided boats into two classes: Workboats and Tugboats. This opened up the competition to vessels other than tugs. The judges decisions were based on craftsmanship, detail and scale appearance.

As one of the judges (along with Jerry Julian and Steve O'Connell) I can honestly say the choices were tough.

Judges results:

WORK BOAT

FIRST	Vick Lanza Foss Crane Barge
SECOND	(Spokane) Boom Boat

TUGBOATS

FIRST	Ian Cunningham, Cates Tug
SECOND	Ian Cunningham, Jessie Hodder
THIRD	Phil Northrup, Lehigh
FOURTH	John Denning, Patsy Rose

Because there were far more tugs than workboats, we converted the third place workboat award to a fourth place tug award.

Ian's Cates tug captured all of the judges with the blue ceramic pots on the stove in the cabin.

To all who showed up..... Thanks
To all who helped..... Thanks
To Jerry and Jim.....Special Thanks

Remember:

**Tugboat regatta
Fall of 1995
Bellevue Pond**

Portland Regatta (Follow-up) **by Gordy Canney**

Gordy Canney attended the Portland Regatta and submitted the following report.

Attending the Portland activity from NRCS were:

Phil Northrup - Lehigh & car float, Smit Duitsland and the Tanya H.

Mike & Marrienne Lyon - Creole Queen & Shelly Foss

Dennis Lunde- Deck fittings display

Walt & Lily Newton (Hello Lily) - Taking pictures

Jerry Julian- Stellar Wind, Leading Lady & Misuri

Jim Elder- Parihina

John Benthien- Russell Foss

Floats and regattas are full of enjoyable moments worth mentioning. It is, however the few "not so enjoyable moments which turn out to be newsworthy. One such moment occurred when **Mike Lyon** launched his sternwheeler, *Creole Queen*. Due to installation of a water feed pump on the Starboard side the CQ took on a list and some Portland pond water to boot. As the water rose in the bilges of the C. Q. the list

got worse and the stern wheeler lost freeboard and rolled over. Although the C.Q. was quickly salvaged, not soon enough to avoid documentation and nomination for the BPA. Mike was nominated for, and will receive the BPA.

Mike wasn't the only unlucky skipper. A Portland PT boat skipper discovered the hard way that the concrete pond bulkhead was significantly stronger than his PT boat. This incident is contrary to the thought that RC boaters aren't in danger of rekitting.

Next year the Portland float will be held at a new 3 acre lake with a motel on its shores close enough to run boats from the rooms.

All-in-all a good time was had by all (except the PT boat skipper).

Burnaby (Follow-up)

& Walt Newton

Walt Newton sent me his report on the Burnaby Regatta as follows.

Those attending from our club included Jerry Julian, Jim Elder, John Benthien, Keith Schermerhorn and myself.

The weather was good with temperatures about 70 F, cloudy with a slight breeze. It was better to be on the course early, as the breeze did pick up in the afternoon and parts of the course are pretty tight.

The regatta was well organized and well planned. There were 34 contestants with 48 boats competing. The judges were tough.

Walter Newton

Thanks Walt, and say Hi! to Lily.

Golden Gate Scale Concours

Hosted by San Francisco Model Yacht Club

Report by Keith Schermerhorn

Saturday, September 10

Arrived at Sprekles Lake about 8:30 AM to find about half of the models already there (a

total of over 40 R/C and static models entered). after reacquainting myself with old friends I began the "paperwork" (newsletter article) and the B.S.ing (Boat Stuff).

Interesting entries included:

3 gas powered pleasure boats

A Mystery Train that ran the nav course

A match stick boat

A Ticondoroga Cruiser (unfinished) and

A working Viking ship complete with music

Judging was combined static and in the water Navigation course combined for total points. The nav course was fairly easy consisting of about 10 buoys, two channels and two reversing maneuvers. At the end there was a luncheon and an awards ceremony complete with a give-away drawing(50 prizes). The give-away prizes were all donated by S.F.M.Y.C. members and vendors. I won a parts box and the Floating Dry dock's plans book on subs. i also took two plaques

home, First for Commercial Class *Moonshadow*, and for longest distance traveled.

Next year the show will be held in June and will be combined with the Crowley Cup on the same week end.

GOOD IDEAS

Dennis Lunde is a new distributor for *Vantec* and MCD speed Controls. Dennis will attend both North and South end meeting to organize a group purchase.

BOAT OF THE MONTH

RAZYMNI

A Russian Destroyer

By **Eric Potter**

On February 9th, 1994, at 7:10 PM, my model of the Razymnia went to sea. At first it was difficult to tell if she was under way or drifting, but I checked the props and since

they were both turning, I assumed it was powered motion.

My God. She is slow.

I started Razymnia by building the 37 mm Anti Aircraft guns. They were built of piano wire, bass wood and sheet plastic. Foil from a cigarette pack made the non-skid deck, and a bead made the flash suppresser. The torpedo tubes were made from aluminum tubes, nails, sheet plastic, and pirated parts from toy cars.

The hull is built with plywood frames sandwiching foam blocks and covered with epoxy resin and a light glass fiber cloth. Midship frames are slightly different with a bulsa sheet forming a bulkhead. I picked up that building tip from Jerry Julian who provided much good advise. Irregularities in the glassed surface were smoothed with body putty and sanded.

The transmitter and receiver were acquired in a trade with Keith Schermerhorn for a tug hull. Motors are small canon motors (not sufficient for the destroyer). Brass propellers are from Bluejackets, Shaft struts were home made (with a lot of help fro my room mate), and I swapped a Porterhouse for drawings of the superstructure.

As she sits, the hull is decked and nearly smooth. The superstructure is roughed out and some weapons are done.

Razymnia does OK in the water, handling and steering well, except for backing. She'll stop in 1/2 her length from full ahead and her turning radius is about 15 feet. She is also a dry boat, no leaks!

I have two new props for her, larger than the scale props which "might" speed her up. It is still fun, though scouting capitol lake for enemy submarines.

See you around the pond.

Ⓜ

ATTA-BOY

For a good time go to Olympia on Labor Day

Call **Jerry Julian** and **Jim Elder**

You guys did a fine job. A low work event that was enjoyed by all, Cliff even liked it.

BENT PROP AWARD

Mr. Mike Lyon

Stern wheeler roll over at Portland.

Somebody pleeeeeeease make a new bent prop award.

Maybe **Dave Basden** could submit a "Lost Periscope" award.

Andy Paris could submit a "Wet Bilge" award.

Jerry Sager could submit a "Soaked Shorts" award.

Lou Magnabosco could present the "Aces of Capitol Lake" trophy.

Steve O'Connell could present the "President's Award" except it would sit, unfinished in his garage next to the Smit Ireland.

No, I've got it!
the "**Broken Dog bone**"
YES.

WANT ADS

Nobody submitted want ads to the news letter, however I noticed **Dave Basden** is selling submarines. So Dave, will you carry the loan?

THE FOSS CUP by Mike Moor

It sure has a nice ring to it. A R/C tugboat regatta in the Northwest to rival any other.

Tugboats seem to have been dominating our fun floats and occasionally our newsletter. There is a reason for that. Tugboats are fun! They are fun to build, requiring no fancy animation or mechanical or electrical system. Tugs also fit into fun, enjoyable scale. As many tugs are 125 feet and under, they can be built to a larger scale permitting gobs of neat detail.

Running tugs is also fun. Unlike warships, usually long and built for going in straight lines in open ocean, tugs are made to turn, back and spin in very tight places. Tugs can do what is scale for them, push and pull stuff around.

For these reasons tugboats have caught on. Also, for these reasons, the idea of an operating regatta for tugs was conceived. Bellvue pond was determined as the best site for several reasons. Great support from the City of Bellvue and the ease of setting up the course and running the regatta were primary.

Following the theme of this months newsletter, a low impact event will be planned. The extent of this regatta will relate directly to the interest shown by club members. So far outside support and interest is positive. Several "full scale" tug skippers have shown interest in participation. Also, vendors from as far away as California have expressed interest.

This could be a really enjoyable event if the membership gets involved.

THANKS

Newsletter contribution Thanks
this month go to:

John Benthien, Gordy Canney, Jerry Julian, Walt Newton, Andy Paris, Eric Potter, Cliff shaw and Steve O'Connell.

Fair winds and calm seas