

**FALL GATTA85
INSIDE!!!**



April 2009 Volume 31, Issue 4

The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss@shaw.ca
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters



...AND...



...FIRST SAIL OF THE SPRING!

Victoria Model Shipbuilding Society

General Meeting – March 12, 2009

Call to order: 7:30 pm (20 members attending)

1. Welcome: No guests attending.

Outreach: **Bill Andrews** sees his cardiologist tomorrow. **Romain Klaasen** is back on his feet.

Club Finances: **Mike Creasy** reported there has been little change since the last report. We are currently running at about -\$400 for the year but that will change as the year goes on. There is still a few tardy members who have not paid their dues yet.

Upcoming Events: Pirate School at the Maritime Museum on March 17-19th. Hours required are 10am-4pm. Volunteers needed. Round Two of the All Island Sailing Series takes place on Sunday, March 22nd at the Sailing Club on Salt Spring Island. Registration is at 10:30am.

Open Forum: **Barry Fox** had new nametags for the members. Those who were in attendance retrieved theirs. **Dave Denton** has organized the magazines in our library. **Mike Creasy & Dave Denton** had an interesting debate as to which ship actually sank the *Bismarck*.

Adjourn business portion & break

Our intended speaker, **Ron Armstrong**, was ill that night so **Ken Ensor** read a very interesting article titled "One second in the life of a racer". Following that, Dave Taylor broke out some nautical trivia cards and a game ensued.



Respectfully Submitted
Scott Munford, Secretary

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ON THE RADAR

INFORMATION ON UPCOMING EVENTS

April 19th **All Island/Round 3 Long Lake**
May 3rd **Battle of the Atlantic at Harrison**



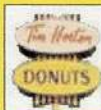
MEETINGS: Second Thursday 7:30-9:30
 313 Brunswick Place
Next is May 14th, 2009!



POWER: Sundays 10 – 12
 Harrison Model Yacht Pond (HYP)
 Dallas Road at Government.



SAILING: 1st and 3rd Sundays 1 – 3 PM
 Beaver Lake
Next is April 12th, 2009 Easter!



LANGFORD LAKE NAVY
Wednesdays 9:30
 Langford Lake, Leigh Rd at Trillium

Contributions to the Binnacle are welcomed.
Deadline for submissions: Sunday before the
monthly meeting. Editor: vmss@shaw.ca



From the Bridge

Hi Shipmates

A fairly quiet month on the power boating side due to the weather but a fair amount of activity on the sailing front with the second of the All Island series being held on Salt Spring Island at the Yacht Club. A good turn out of 16 boats and some very diverse wind conditions. Our next sailing event in the All Island Series is at Long Lake in Nanaimo on Sunday 19th April

We had the Pirate School at the Maritime museum this month and I was very disappointed with the response from the club members helping out at this event. We as a club will need to address this problem during the coming year and decide on what events we wish to do as a club and the implications on the club finances. This is up to you, the club members, to decide which events you are willing to take part in. The last event was totally unacceptable having just 2 people to cover a full days activities.

Our next club event will be the **Battle of the Atlantic at Harrison pond on Sunday May 3rd**. Let's have a good turn out of boats, especially naval boats. To try and reduce the chaos on the day please let me know, either by e-mail or at the meeting, if you will be attending and what boat you will be bringing.

Thanks

Dave T.



VMSS MODEL BOAT PHOTOGRAPHY CONTEST

OPEN TO MEMBERS OF ANY MODEL BOAT CLUB

Just a few Rules:

1. Maximum of 3 entries per amateur-photographer/member: **DIGITAL (jpg) only!**
2. Send by email attachment to: vmss@shaw.ca subject line: "PhotoContest Entry"
3. Model ships and related topics only, please. Limit of 3 entries per person.
4. **Deadline November 15th, 2009.**
5. Judges decision final; prizes to be announced at a later date in the Binnacle.

NOTE: It is intended that the top 12 BEST entries will be used in our VMSS Calendar for 2010. **Questions:** email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!

The Sub Subject

WITH THE JACK PLUMMER INTERVIEW OUT OF the way for perhaps another five or so years, we can now turn to the costly, ingenious and interesting things that the U.S. Navy is doing with, or to, some of its Ohio-Class "Boomers" — involving at least four and possibly six of them.

The 18 "Boomers" were commissioned over six calendar years: 1981-1987. By now, they vary in operational age from 22 to 28 years, and had an initially projected service life of 30 years. That, thanks to TLC and gentle use, has now been extended to 42 years: 20 in service, two in refit, refueling and conversion, plus another 20 on and under the briny.

In their original configuration, the "Boomers" (all named after continental states) carried 24 gradually improved Trident missiles in their vertical launching tubes — numbered 1 to 24 from starboard to port, stem to stern, i.e. the same as lifeboats on ships of all classes.

These nuclear-tipped, three-stage rockets weigh in at 130,000 lbs., have an 83" o.d. and a 44' length. They go up some 200 miles and, if so ordered, about 4,600 statute miles out. As a special feature, they can take four to eight individually targetable warhead skyward. Do a bit of math now: 18 boats x 24 tubes x 8 warheads = 3,456 warheads. That number, apparently, represented sort of half (50%) of the U.S.A.'s nuclear stockpile, and each unit could make the Hiroshima and Nagasaki Fat Boys comparable to low-rent firecrackers. As an aside, the cost of a Trident is given at \$30,900,000 by one source and \$9,200,000 by another. But don't sweat those coarse banknotes: the hardware is under user-pay lease and maintenance contracts with their builder: Lockheed Martin.

All that said, with the Cold War losing star billing, the U.S. Defense Department and its U.S.S.R./Soviet counterpart entered into talks and negotiations. Both sides, reportedly, agreed that: "Things had gone over the top". Between them, they reckoned, they could lay waste to the whole planet a couple or more times, and whoever pulled the trigger first was as sure to suffer the same or greater still obliteration as the initial addressee. That resulted in what are known as the progressive SALT (Strategic Arms Limitation Treaties). None, so far, have been completely ratified. The hang-up being whether warheads or launching sites were to be included in the still generous count of about 2,500 each. But anyway, the U.S.A. smelled the coffee and went ahead with in-depth studies of how to give up (excess?) capacity without putting too great a dint in its own defence capability. To that end, many internal conferences and meetings were held. Stock was taken of the number of warheads as allotted to the various services. Toward its end of the bargain, the Navy came up with the plan to convert a number of its SSBMs (its big "Boomers") from strategic to tactical (non-nuclear) roles.

Four out of the 18 were getting a bit long in the tooth. Further, two out of those four were in for either refueling and some bolt tightening or deactivation — either of the alternatives at an about equal cost of \$250,000,000 a copy. And since the newer (Flight III) SSNs — the Fast Attack Los Angeles class — already sported 12 Tomahawks in vertical launching tubes in what originally was ballast tank space, it seemed like a logical SALT-accommodating next move to get a couple of four (maybe 6) of the 18 SSBNs converted to SSGNs. At an up to Fiscal Year 2011 projection of \$4,018,000,000 all in, i.e. including R&D and refueling.

That in Pentagon speak changed the boats' identifiers from SSBNs (Ship Submersible Ballistic Nuclear) to SSGNs (Ship Submersible Guided missile Nuclear). Here's part of how this was done: Tubes 3 to 24 had their Trident launching system removed, and replaced by new bottom platforms that can hold seven Tomahawks — six surrounding one in the centre. That was done with 22 out of the boats; VLS silos. Nos. 1 and

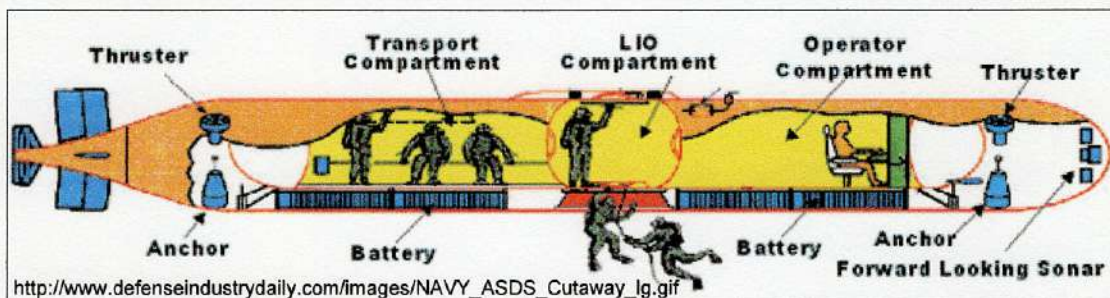


2, immediately aft of the sail, were adapted to the dry (anti fatigue) transfers of Marine and Rangers Special Forces, i.e. SEALs, to two piggy-backed midget subs that can accommodate 16 of the braves each. From there depending on the aim of their mission, they can do whatever they have to do underwater or ashore to set matters straight in so-called "choke points". It appears that, on the basis of much earlier reports, the SEAL type of warfare is expanding at a fast clip — all of this following the WWII, Korea and 'Nam Green Beret pioneering.

Meanwhile, the extension/expansion of the SEAL program has suffered a setback. Technical grief, after umpteen trials and modifications, the development of a new, advanced personnel transfer vehicle has been cancelled outright. For now, the existing "midget subs" are being updated and improved while engineering departments are burning the non-nuclear midnight oil and harming their posteriors post haste.

(Continued on page 5)

(Continued from page 4)



So: "Farewell Tridents, welcome 154 Tomahawks" that can be ripple fired at a clip of 154 in six minutes. And while they cost only the price of a torpedo ($\pm \$750,000$ a copy) such volley comes in at about \$250,000 a second — more than private corporations pay their CEOs in salaries and bonuses. Wonder where the biggest bang for the buck may dwell?

A question that's not answered: where, aboard an Ohio-Class SSGN, will accommodations and logistics be found for the 66 (up to 100+ in a pinch) additional, dumped on top of the boats' regular ± 113 -men crews? Now, Tomahawks measure only 21 feet, against the 44 feet of a Trident. But the kitchen and plumbing needs? All must have been thought of, but they ain't saying.

For May, expect another "Sub Subject" flashback. This time to January 2006 — a short 40 Binnacle issues past. The column reports on a Royal Navy

supply mission to Crete-based partisans. The twist is that they returned to Alexandria with a young German POW in the brig.

For this month's diatribe, I thank **Scott Munford** and **Greg Sharpe** for their web research, and **Stan Swofford** for his December 2008 article in Issue 75 of the Subcommittee Report.

Romanus Unicum



LETTER TO THE EDITOR

by Ron Armstrong

I am very reluctant to correct Mike because his "Old Wood and Rusty Iron" column is excellent. But his reference to the sinking of the submarine USS Grunion is geographically incorrect. She was not sunk off our Island in 1942, but off Kiska in the Aleutians.



Her demise is definitely one for the record books, because she was put down by the Japanese freighter she was attacking! Rather than flee or hide, the ship fired her single gun at the sub. Though most shells missed---gunners on Japanese merchant ships were reservists like ours---one was lethal. It penetrated both the pressure hull and a fuel tank and the sub plunged to the seabed with her entire crew. Had her captain survived I'm sure he would've been subjected to intense scrutiny, if not court-martial.

Mike may have been referring to another incident in the North Pacific, also in 1942. The Soviet submarine L-16 was running on the surface when she was torpedoed by one of the I-boats that later attacked shipping along the California coast. L-16 went down with all hands. Had the Soviets known what happened, they could've caused a diplomatic uproar since the USSR and Japan were not at war at the time (nor would be until late 1945). But they thought it was an accident, natural or man-made.

Old Wood & Rusty Iron Your Move!

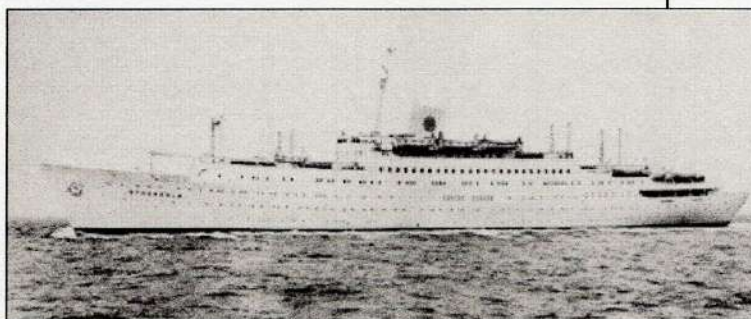
by Mike Creasy

We are frequently reminded that ships get into trouble; they leak, catch fire and burn, strike rocks or logs. Occasionally we get a romantic notion of an old ship that wants to decide her own end, but most of the time the human element is the sad key.

Of course, islands and rocks are easy targets because they aren't moving, despite what the Captain of the **EXXON VALDEZ** might say, at least compared to another moving ship. A modern phrase in the seaman's lexicon is "radar-assisted collision" meaning that radar was warning of imminent collision, if only someone could - or would - read the display. We can update this to "technology-assisted collision" to account for all the new gadgets but the end result is often the same, and when large ships become dance partners, shipyards and lawyers usually have lots to do.....

And so it was a little over 50 years ago, when post-war travel was booming. Going by air was still an expensive ordeal in piston-engine aircraft, making the new fleets of luxury ocean liners a very attractive option. July 25, 1956 was typical hot summer day in New York, when the gleaming white Swedish-American liner **MS STOCKHOLM** (12,000 tons) sailed, following the famous French Line flagship **SS ILE DE FRANCE** (44,000 tons) which had sailed a few minutes earlier. Both liners dropped their harbour pilot at Ambrose Light and set course for the Nantucket lightship some 200 miles east - the final landfall on the North Atlantic crossing. **STOCKHOLM** was making 19 knots; **ILE DE FRANCE** had pulled ahead at 23.5 knots. Both ships were reporting good visibility, and had switched on their running lights around 8 pm under the glow of a near-full moon.

Meanwhile, another big liner was inbound. The three year old Italian Lines flagship **SS ANDREA DORIA** (29,000 tons) had passed Nantucket lightship at 10:20pm and changed course for Ambrose Light. She was now steering 268°T at 21.8 knots, having passed within 1 mile of the lightship by radar without sighting it due to thick fog.



STOCKHOLM was now approaching Nantucket from the west on course 091°T. At about 10:40pm, the Officer of the Watch noticed the radar return of a ship nearly dead ahead, at about 12 miles range. He immediately plotted the range and bearing of the return as the first step in determining the other ship's speed and heading. **STOCKHOLM's** OOW would plot updated range and bearing two more times in the next few minutes to decide how to avoid collision. He believed the oncoming target to be slightly left (2 to 4°) of dead ahead, and began planning for a standard port-to-port pass.

Aboard the **ANDREA DORIA** an opposite-direction radar return was first noticed at about 17 miles, and was watched for a few minutes by several officers including the Captain. Range and bearing were not plotted - in fact this was seldom done on the Doria's bridge - but the Captain felt that it was slightly right (about 4°) of dead ahead, and decided on a non-standard starboard-to-starboard pass.

Things get a little "foggy" after that, with plenty of spin from both sides, but these are the fundamentals: these two ships were approaching each other at night, at high speeds, on nearly reciprocal courses, in radar contact, and within a few degrees of dead ahead. No other ships or shoals were factors. One ship was in fog, the other not.

By the time they were within 3.5 to 5 miles of each other, each believed they would pass within 1 mile - too close for comfort. So, what to do? More to the point, what could the other ship be expected to do? There were four basic choices:

- Maintain course and speed, forcing the other to keep clear;
- Alter to starboard so as to pass port-to-port;
- Alter to port so as to pass starboard-to-starboard;
- Reduce speed until the other's intentions became clear.

STOCKHOLM picked #2; **ANDREA DORIA** picked #3. **STOCKHOLM's** bows hit the **ANDREA DORIA** on the starboard side below the bridge, penetrating deep into the Italian liner.



At the moment of impact, over 500 tons of seawater rushed into her empty starboard deep tanks, on top of a massive intake into normally dry machinery and accommodation spaces. Ansaldo, the Italian yard that had built the **ANDREA DORIA**, later claimed that their design called for the ballasting of her deep tanks as they were emptied during a voyage. This had never been done during her service career, and her Captain said that he was not familiar with these stability requirements. With the imbalance from the still-empty tanks portside, Doria heeled over 20° within seconds – well beyond her design maximum of 15° – a list so severe that lifeboats couldn't be launched. The list angle was so great that efforts to flood the portside tanks (and thereby reduce the list) had to be abandoned – the weight was making the massive list worse.

Once seawater entered the two compartments at the point of impact, it should have been contained by watertight bulkheads – after all, she had ten of

them, and was designed to float with any two of them broached. But, she also had an access tunnel running aft through two of the bulkheads, from the main generator room near the point of impact, all the way to the after engine room. *There were no doors on this tunnel!* Once the cold Atlantic started to flow, it couldn't be stopped and the **ANDREA DORIA's** fate was sealed.

By daybreak, most of the passengers had been ferried across to the **ILE DE FRANCE** and the **STOCKHOLM**, plus several other vessels. There were only 43 fatalities amongst the 1,706 passengers and crew, and 5 fatalities aboard the **STOCKHOLM**.

Lawyers soon got to work and preliminary hearings began, but agreed to settle out of court before blame was decided. Swedish Line agreed to pay about 30% of all costs, and promoted the **STOCKHOLM's** Captain and officers to a brand new ship. Stockholm got a brand new bow, and continues in service to this day. The Italian Line picked up the other 70%, and **ANDREA DORIA's** last Captain never sailed again. The ship lies rotting, 225' down.

What move would you have made???

- 30 -

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 Out of the Fog – The Sinking of the Andrea Doria, Algot Mattsson, Cornell Maritime Press, 2003
www.carlonordling.se/doria/doria.html

Spektrum 2.4 GHz DSM technology has been absolutely revolutionary to both the surface and air markets since its initial release. There are so many benefits to Spektrum that wrapping your head around all the information out there can get overwhelming. While Spektrum modules were initially targeted squarely at the racing crowd, the DX3, and now DX2, appeals to a different type of user—the recreational hobbyist. With so many new and diverse users, how do you answer questions from a variety of perspectives? Well, never fear, as we have gone through many of the most common questions and gathered the answers for you in one location. We also spoke with Ken "Scarecrow" Holmes, race director for the largest RC race in the world, The Snowbird Nationals.

No worries, just power on and go!

Oftentimes, someone will enter your store to purchase a car, truck, or plane because someone they know just bought one and they thought it was too cool. A problem can arise when these two individuals try to drive or fly with each other, if they are on the same frequency and can interfere with each other. With Spektrum modules—DX2, DX3, or DX6 radios—that concern is a thing of the past. With Spektrum DSM technol-

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HMCS LABRADOR

Voyage to Lake Melville, Labrador on January 1965

History

At the January 2008 executive meeting of VMSS, it was announced that the RCN was holding its 100th anniversary in 2010 and it would be a good idea if we scale built a naval warship, either collectively or individually. I personally thought it was a great idea. With the help of our librarian

The USN had the icebreaker *Burton Island* and the US Coast Guard icebreaker *Northwind*. The Canadian Navy were convinced the USN would attempt a west to east passage so it stepped up plans for the *Labrador* to attempt the circumnavigation of the North American continent. The Captain for this voyage was Captain O.S.C. Roberson, "Long Robbie" as he was known due to his six foot seven inch height. He had previous Arctic experience with the USN *Burton Island*, and he was probably one of the few on board the *Labrador*, if not the only one, with such experience. The Director of Navy Planning and Operations (DNPO) stated in a memo:

I am convinced that there is a certain amount of kudos to



Photos by Ernie Reid

HMCS Labrador model 1:96 scale

Keel laid down February 2008. Hull completed August 2008. Scratch built with Sitka spruce planks and formers from plywood. Mast tower and cranes made from soldered brass square tubing. All rails, etc. are soldered brass rods. Twin screws, 550 motors. Condor ESC's

Dave Denton, I started to thumb through our model boat plans in the library. My enthusiasm really piqued when I came across 1: 96 scale plans for the HMCS *Labrador*. You see I sailed aboard this vessel in the winter of 1965 as Radio Officer; it was then the CCGS *Labrador*. More on this voyage later.

The HMCS *Labrador* was built at Marine Industries, Sorel, Quebec, keel laid 18-Nov-49, launched 14 Dec-51 and commissioned 08-Jul-54. Her first voyage would be through the fabled Northwest Passage; at that point it was the largest vessel ever to navigate the Passage. This was a bold move as the *Labrador* was unproven and to attempt the Northwest Passage on its maiden voyage was doubly bold. However, the Navy/Government decided it was worth the risk and because sovereignty over the Arctic was a political issue then, as it is today. The mission had a top secret tag.

be gained by the Royal Canadian Navy if one of HMCS Ships were to the first Naval ship of any nation, not only to traverse the Northwest Passage but also to circumnavigate the North American continent in one 'season'. It is an opportunity which, like the conquest of Everest, will occur but once.

So began one of the Canadian Navy's proudest voyages and if successful would enhance the Canadian government's sovereignty claims over the Arctic waters.

However, to my voyage. I had just arrived back in Dartmouth, Nova Scotia on January 29 from duty aboard the icebreaker *John A. MacDonald* and I was looking forward to spending Hogmanay and New Year's with my wife and children as I had spent Christmas at sea. It was late at night on January 30, 1965, when the phone rang. If I had known who was on the other end I would not have answered; however, I did and so began another of my adventures. At the other end was the operations manager CCG stating they urgently had to have a Radio Officer for the

Labrador as it was waiting to sail to Lake Melville to assist an icebound cargo ship attempting to reach dock in Goose Bay. After a few curses I said my goodbyes and hailed a taxi to take me from my home in Halifax to Dartmouth harbour. On the way I decided that I would celebrate the New Year anyway so stopped off at the local liquor store and loaded up with Captain Morgan. The Captain and I would be good friends for a few days, I thought!

I had never sailed on the *Labrador* before and my first challenge was getting to the radio shack perched above the bridge. In order to reach it, one had to climb up a number of stairs, don a hard hat, pass through the wheel house onto the open deck, up a ladder to the monkey island hoping no ice would fall from the tower, antennas, etc. and make it safely into the radio shack. Once there, began another harrowing experience. As sailors can testify, the higher up we go in a ship - the more movement. On an icebreaker a slow, ponderous movement, port and starboard, is required to break ice. We were not even in ice yet having just left the Halifax narrows. My constant companion on the voyage was not Captain Morgan, but a large round bucket. Boy was I sea sick. Such a different motion than what I was used to on the *Johnny Mac*, which incidentally would deploy stabilizers in rough seas to minimize the rolling action.

Anyway, the voyage continued northward past St. John's, St. Anthony on the northern tip of Newfound-

land and on up the Labrador coast and into Lake Melville where the light icebreaker *Sir William Alexander* was escorting a small cargo vessel, the *Andrew Crosbie* bound for Goose Bay. The *Sir William Alexander* not only failed to break free the cargo ship but had become stuck in heavy ice itself. The Captain of the cargo ship wanted to continue up to Goose Bay, an impossible task at this time of year mainly due to heavy rafting of the fresh water ice. Now the *Labrador* was faced with freeing two vessels. There was something like six to ten feet of ice in the lake and even thicker as it neared Goose Bay. I never did find out what was in the cargo that made it so important, probably Christmas cheer for the Base Commander. Our Captain politely informed the Crosbie boat that he would lead him into open sea water, but he would not attempt Goose Bay. After radio telephone calls back and forth, the decision was made to abandon the voyage and head back to St. John's and eventually Dartmouth before all of us got stuck in Lake Melville for the winter. My bucket and I were again constant companions and thankfully after three days I was safely back in port with Captain Morgan intact...but, not for long!

Ernest C. Reid

Bibliography

"Showing the Flag across the North: HMCS *Labrador* and the 1954 Transit of the Northwest Passage" by Michael Whitby *Canadian Naval Review*, Vol. 2, No. 1 (Spring 2006)

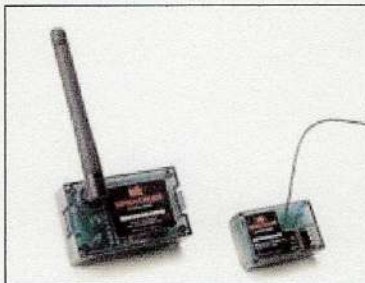
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ogy, interference from other radios or surrounding electrical noise (such as nearby electric transformers or lighting in parking lots) is also no longer a problem. Users do not have to worry about interference when flying or driving.



More information, faster

Hobbyists from around the country travel to different venues to participate in events all the time. However, they may not have a track nearby for practice beforehand, yet they still need to get valuable practice time on the track. With the new Spektrum telemetry system, racers can now get valuable lap time, temperature, and voltage information all in real time. Additionally, the Spektrum telemetry system eliminates any need for a costly timing and scoring program to receive lap-by-lap times to gauge whether chassis changes do translate to lower lap times. Any open piece of asphalt can now truly become a test bed or racetrack thanks to Spektrum.

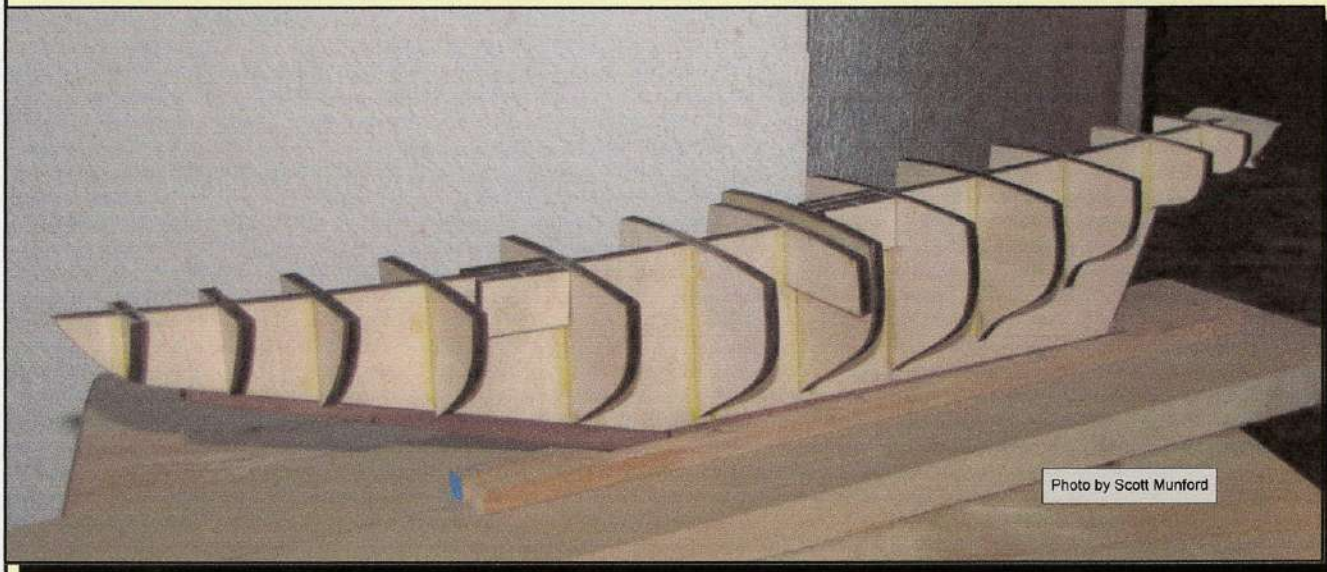


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Bluenose II Build

Upon starting the building process, the first thing required was to construct a stand on which to hold the ship while it worked on and to keep it straight & true. A couple pieces of extra strapping from a previous kit, a flat plank and I was off. Turns out it was well worth the time making sure it was straight. My keel had a slight bend in it. My false keel was straight. I reasoned that once my small keel was attached to my large false keel, it would straighten out. Wrong. Now the entire keel has a very slight curve to it when it's removed from the stand. I am hoping that when the planking & decking are applied while it sits in the stand, it will correct this. If not, it's not the end of the world. The boat will be displayed in a stand so no one will know, except of course those reading this article.

Next, according to the instructions, was to position the 14 frames and decking with pins insuring that everything fits parallel & per-



pendicular to each other, gluing everything together as one piece. That didn't really work for me. It would be too hard to keep everything straight and in place. Besides, instructions are more like "guidelines" anyway. So I surmised if I made sure that each frame was 90 degrees off the keel, it should turn out the same. Using a trusty triangle from an old math set and two adjustable clamps I started attaching the cross frames starting mid-ship. I'd adjust the frame to make sure it was perpendicular to the keel, and then glue it in place. I repeated this procedure up and down the keel. The next step will be to apply the decking and begin to plank the hull.

Stay tuned for further updates about this build and my *Shelly Foss* tug, which I have nicknamed "firewood".

Scott Munford



(Continued from page 9)

Improving upon the original

Spektrum technology has been well received by users across the country since its initial release in early 2005. As wonderful as the original systems were, users of the Futaba 3PK radio were not able to make use of the HRS capabilities of the radio. Spektrum engineers have answered the call and are proud to introduce the first 2.4GHz HRS compatible module and receivers. With the new system (SPM1015), the latency has been reduced from 5.6ms to a miniscule 2ms! Now that's fast. The HRS modules also introduce a new 2-channel SR3000HRS receiver to the Spektrum family.

Ken "Scarecrow" Holmes helps to organize the largest RC race in the world, the Snowbird Nationals. We recently had a chance to speak with Ken and ask for his input.

On Spektrum making his job as race director easier:

What it does for me more than anything else is to cut down or eliminate frequency conflicts. In the case of the Snowbirds, there were still a number of conflicts, but Spektrum

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EDITOR'S NOTE: OUR ARCHIVE CUSTODIANS HAVE DISCOVERED AN ANCIENT PARCHMENT FROM THE PAST. ALL FIVE PAGES ARE PRESENTED HERE FOR YOUR ANALYSIS, IDENTIFICATION OF PARTICIPANTS AND LONGING FOR THE GOOD OLD DAYS OF VMSS. THANKS TO CRAIG PATERSON AND DAVE DENTON.

REGATTA REPORT:

THE VICTORIA MODEL SHIPBUILDING SOCIETY'S "FALLGATTA 85"

One of Canada's most active scale ship modeling clubs annually hosts an R/C regatta that can serve as a sterling example to clubs around the globe of how a good contest ought to be run.

by Loren Perry



A Dumas MR. DARBY has no trouble pulling this huge model of a typical modern freighter around the course.



A fine working model of a British whalecatcher prepares to get underway.

40 scale ship modeler

The breathtaking scenery and natural beauty of Western Canada's British Columbia, even by itself, is more than enough reason for American scale ship modelers to journey northward for a late-summer vacation, but the added prospect of skipping one's scale R/C ship model through a pleasant day of friendly international competition makes such a trek a must. September 22, 1985, was the date set for the Victoria Model Shipbuilding Society's "Fallgatta 85," and picturesque Beaver Lake on Vancouver Island served as the venue. A more satisfying and fascinating combination could hardly have been possible.

I received an invitation from Ron Armstrong, the club's vice-president, to attend Fallgatta 85 and made plans to load all of my R/C ship models into my venerable Dodge van for the trip up the west coast of North America. Two days prior to the event, I departed my home in Garden Grove, California, and by day's end (shortly after midnight, to be a bit more precise) I had reached the vicinity of Mt. Saint Helen's where I spent the first night.

The following day saw me in British Columbia, many parts of which seem to combine the very best features of England, America, and Norway, and after a frustrating experience with local street signs and maps, managed to reach the B.C. Ferry slips at Horseshoe Bay, breaking all speed limits in the process while trying to catch the last boat to Vancouver Island. This done (by mere seconds, as it turned out!), I disembarked my van as the ferry's doors closed and the huge vessel got underway for the 1½-hour voyage across the waters to our destination, Nanaimo Harbor on the southeastern end of the island.

My host for the night, Don Ferguson, was introduced to me by members of the club who met me at the landing and guided me to their home where we discussed the very ambitious plans being formulated by the members for putting on a continuous demonstration of scale R/C model boats and ships at the upcoming Expo '86 World's Fair which is scheduled to be held in Vancouver from May 2 through October 13 of this year. I could easily fill many pages on what I was shown there, and to sum it up in a few words, the skills and abilities of these industrious modelers either match or surpass the best of those to be found anywhere in the world today.

The morning of Sunday, September 22, 1985, dawned in all its Pacific Northwest glory, and we wasted



The ruthless Canadian judging team begins to make its rounds, while the modelers around the table offer helpful suggestions on who should win the awards.

Liners, ferries, and tugs dot the picturesque waters of Beaver Lake on Vancouver Island, British Columbia.





Bruce Stallard gets ready to sail his Marian II Lake Union Dream Boat. This model deservedly took top honors in its class.

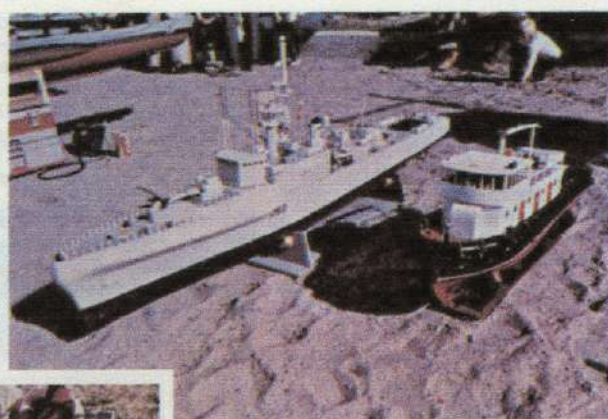
Dave DeWolfe brought his huge "Ocean Princess," a freelance ocean liner based on the lines of the French steamer SS FRANCE. The giant model carried a powerful on-board music system and was loaded with detail and gadgetry.



Dribbling ballast water into the lake, one of the many fine R/C submarines entered is held by its obviously pleased skipper.



M.W. Holden's HMCS YUKON (left) and Fred Haire's tug "Kenneth C. Cooke" illustrate the wide range of interests to be found in the Victoria Model Shipbuilding Society.



Three very nicely rendered pleasure boats wait for their turn.



Irene Saline's brightly colored "Show Boat" was appropriately equipped with taped jazz music, and was a favorite with the spectators. Husband Stan built the "Weser" shown here sharing the dock with the sternwheeler.



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little time getting dressed and in our cars for the short trip to the lake. Temperatures were very mild and comfortable and the weather in general could not have been more cooperative. Upon arriving at Beaver Lake, we found a large crowd already in attendance with the steering course in position and benches, tents, and other support facilities set up and ready.

Before I continue, I should first mention a word or two about a couple of minor snags experienced here, neither serious, but one of which could have been under different circumstances. The first problem involved a very cramped launching area which featured a small section of water surrounded by numerous docks and other man-made obstacles. This provided an unnecessary and inconvenient bottleneck through which some 67 models had to navigate to reach the steering course with some leaving at the same time others were arriving. A few very large models could not use this area due to limited maneuverability and had to be launched elsewhere. More serious was the nature of the docks themselves. These were temporary structures which overhung the wa-

ter's surface to an extent that a mishandled model or even one experiencing control difficulties could have seriously damaged itself by sailing partially under the dock and wrecking its delicate superstructure. Some form of buffer to prevent this could have easily been affixed to the edges.

Finally, mention should be made of the nature of the dock's use and its potential for causing injury to an unwary skipper. Many of the modelers were virtually obliged to stand on a long section of the dock to permit viewing of their models due to crowds along the shore which blocked portions of the shoreline from view. The dock itself was very rickety and several wooden planks upon which the skippers were to stand were very soft and, in my case, one bent so severely under my weight that I almost took an unscheduled bath, transmitter and all! Also, there were no handrails to steady oneself with, and many times, a crowd of more than half a dozen skippers, photographers, and even children were crowding onto the tiny wooden platform, surely a hazardous situation at best. Fortunately, no accidents occurred, but perhaps the club officials should take a close look at the arrangement and make improvements before something goes wrong.

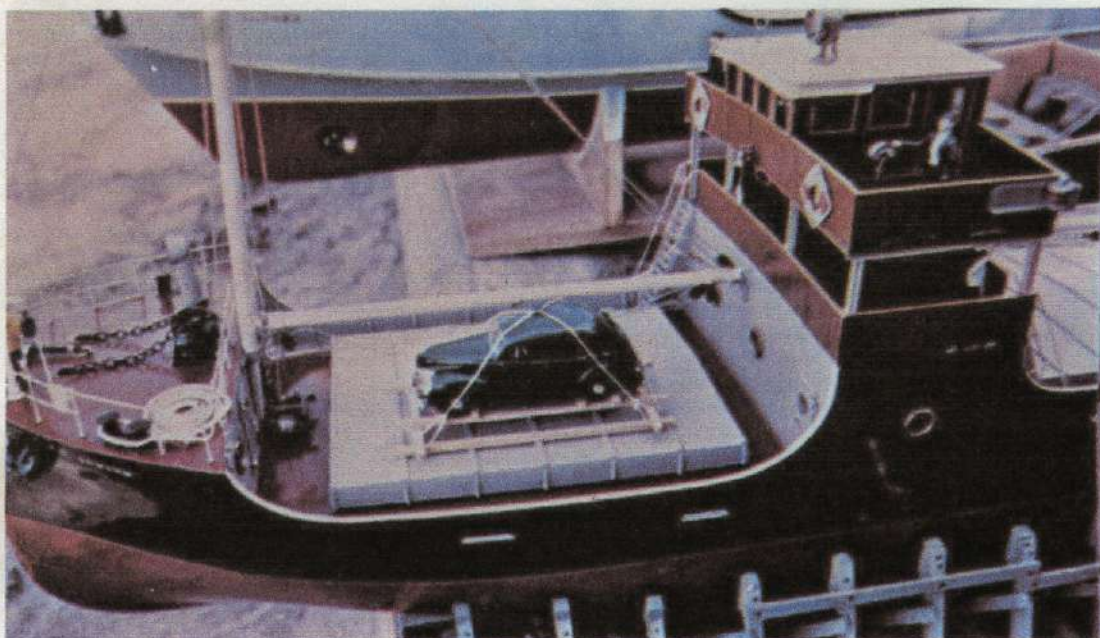
On the plus side, the regatta officials performed brilliantly throughout the day with operating and judging schedules neatly coordinated to make the best possible use of the

time available. Frequency control and transmitter impounding areas succeeded in helping the dozens of skippers who were sharing common frequencies keep from interfering with each other. Even the refreshment stand was a nice touch and the workers manning it were obviously doing their bit for the enjoyment of it all, their friendly demeanor going a long way to make the event all that more memorable. In fact, literally everyone who attended the regatta seemed to be having a grand time, and there were no incidents or arguments observed during the duration of the run, due very likely in part to the friendly sportsmanship exhibited by all of the competitors and officials alike.

The models seen at this regatta were among the best I have ever viewed anywhere, with a large percentage being entirely scratchbuilt from actual shipyard plans. A few kits were seen, and among the most popular were Dumas' *Mr. Darby* tugs. There was even one of the new Dumas *Creole Queen* sternwheelers on hand, sporting extensive modifications and bearing the name "*Show Boat*." Robbe and Graupner kits were represented as well, and with few exceptions, the workmanship on all the entries was far above average.

The best Naval Ship built from scratch was Dave Collis' beautiful 1/96 scale HMS *Lion*, a British battlecruiser of World War One. It boasted tape recorded sound effects and rotating guns, and the level of

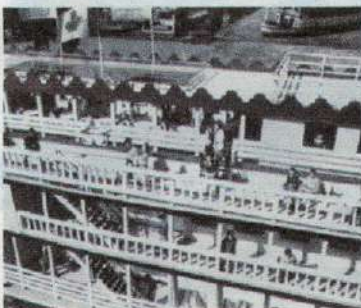
A 1940 Ford makes up part of the cargo aboard this neat little 1/24 scale coastal freighter. One of the hallmarks of many of the Canadian models was originality in the choice of subject matter. Superior craftsmanship appears to be the norm up here.



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Dave Collis brings his 1/96 scale HMS LION into the launching area after a run. This beautiful model took First Place in its class. Notice the crowded skippers' pier.



Details of Irene Satine's well-populated SHOW BOAT.



Dave Collis demonstrated his skills as a modelmaker to be reckoned with as can be seen here in this closeup of the bridge of his scratchbuilt HMS LION. Took 1st Place in its class.



R. Davies' attractive ferryboat "Queen of Victoria" moves slowly out of the narrow channel as a tug with a barge in tow clears the way ahead.

Dave's skill as a model engineer was evident in the outstanding execution of the model's detailing. It scored 710 points out of a maximum possible 750 in static judging. My own models of *Long Beach* and *Vogelgesang* didn't do as well this time, partially due to mechanical problems caused by months of neglect in recent times which kept them ashore for much of the day. One of the unexpected surprises was the announcement of awards for the best barge and the best foreshore installation, the latter an apparent gesture toward the growing popularity of scale piers and dockside dioramas.

A demonstration of towing was put on by a team of modelers who used a *Mr. Darby* tug to pull a huge freighter that must have stretched at least ten feet in length. The powerful tug seemed to have no trouble as it towed its charge around the

course several times to the delight of onlookers.

Many of the entries were models of local craft, one particularly interesting ship being a replica of one of the huge double-ended ferries that make up the British Columbia Ferry fleet. This ship, the *Queen of Victoria*, featured working bow doors that could be opened and closed by radio command, and was even decked out in the new color scheme now being worn by the fleet in honor of the upcoming Expo 86 celebration. Its builder, R. Davies, operated the 1/96 scale model regularly throughout the meet.

My host, Don Ferguson, brought along his diorama which was featured in SSM's March 1986 issue and as was to be expected, it was constantly surrounded by spectators and cameras. Don's model of the *H. J. Wendy*, a small tug, took first place in its class.

A number of ship modelers from the U.S. were present, many coming from Washington State. One of these will be familiar to readers of SSM; this was Bruce Stallard of Seattle who entered his superb *Marian II*, a Lake Union Dreamboat which was presented in the November 1985 and January 1986 issues. Not surprisingly, this model won its class, scoring 730 static points out of 750.

Other Americans who participated included Bob Jacobsen, Cliff Shaw, and J. F. Spears of the very active Northwest R/C Ship Modelers club which is based in Edmunds, Washington, near Seattle. These builders dominated the R/C submarine categories, taking 1st, 2nd, and 3rd in the scale kit category and 1st in the non-scale scratch category.

In summary, the Fallgatta people have much to be proud of, and I, for one, will be more than happy to return in the future. Not only was the event well-run and attended, and the people exceptionally friendly and helpful, but the undeniable beauty of this Canadian province has to be seen to be believed. American scale ship modelers could do far worse than pay a visit to British Columbia this time of year, and the planned R/C scale ship modeling exhibits scheduled for Expo 86 will be worth seeing if the small preview I saw is anything to judge by. Anyone wishing to learn more can write to: Victoria Model Shipbuilding Society, 580 Birch Road, R.R. 4, Sidney, British Columbia, Canada V8L 4R4.



(Continued from page 10)

definitely reduced the number that we had to worry about. When I set up the first round, I can somewhat manipulate the heats to make sure there aren't any conflicts. When it comes to the second or third rounds of qualifying and there's been a re-sort, having Spektrum available helps out even more at that point, as frequency conflicts have pretty well been eliminated.

On Safety:

Having people stepping on each other by being on the same frequency can be downright dangerous. If and when a frequency conflict happens in a 1/8-scale car and the car goes bolting across the track as a runaway, that can be a scary and dangerous thing. I get very concerned with runaways, especially 1/8-scale nitro runaways, because of the weight and speed of the cars. If someone gets hit with one of those cars, it could cause some very serious injuries because of how fast they can go. Spektrum helps out quite a bit as far as safety is concerned. The Spektrum system works perfectly in many different venues.

On helping organize an event:

It always seems like throughout an event that we're chasing down someone during practice that walked off with a frequency clip or clips have disappeared. With Spektrum, that issue has been eliminated. We don't need to call out for clips over the PA system and we don't need to hold up practice because of a missing clip. Things have gotten a lot simpler thanks to Spektrum, since we don't have to worry about keeping track of 30 frequency clips on 61-90, six 27MHz clips, or any other frequency conflicts as much. In addition to running the races here at the Snowbirds, I also run the Florida Off-Road State Series. I'd say 90 to 95% of the racers use Spektrum in their 1/8-scale cars. When they walk in the door to register to race and they say, "I'm on Spektrum," I grin because I know I won't have to worry about conflicts. Drivers simply don't have to wait for frequency clips and we don't have to wait for racers to change crystals.

http://www.redrockethobbies.com/Spektrum_Radio_Technology_s/264.htm&Click=9928

**Some random pictures from the Battle of the Atlantic Sailpast 2008
Harrison Model Yacht Pond**



Photos by Bill Sturrock



Nautical Trivia by Dave Taylor



Location Related

America's Cup

A trophy, known as the time as the 'Hundred Guinea Cup', originally presented by the Royal Yacht Squadron in 1851 for a race round the Isle of Wight and won by the 170-ton yacht *America* representing the New York Yacht Club against a competing British fleet of 15 yachts.

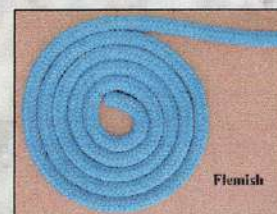


Bristol Fashion

Everything neat and seamanlike. The expression had its origin when Bristol was the major west coast port of Britain before the growth of Liverpool brought competition, and during the days when all shipping was maintained in proper good order. The full expression is 'shipshape and Bristol fashion'.

Flemish coil

A flat coil of made on deck with the tail of a rope or fall to present a neat appearance. The end of the tail is in the centre of the coil, the remainder coiled flat around it in a tight spiral. Also known as Cheesing Down.



Greenwich Mean Time (GMT)

The basis of all navigation measurement of time by which the results of observations of heavenly bodies are worked out and the position of the ship fixed at sea. The exact GMT is discoverable on board ship by means of chronometers in conjunction with their known rate of change. Also by periodical time signals broadcast by wireless from stations all round the world.

Irish Hurricane

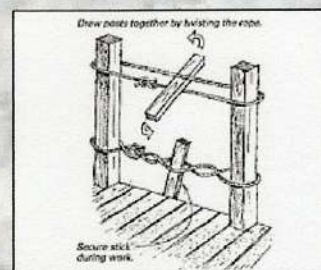
A sailors name for a flat calm, when no wind blows. It was also sometimes referred to by seamen as a Paddy's hurricane.

Scotchman

A piece of hide, or a wooden batten secured to the backstay or shrouds of a sailing vessel so that any running rigging coming into contact with them should not be chafed. The name comes from the scotch, or notch, cut in the hide or batten along which is passed the line securing it to the backstay or shroud so that it does not slip.

Spanish Windlass

A means of increasing the tautness of a seizing by taking a couple of turns with the seizing round a short bar then turning the bar with a marline spike, held to it by a bight of the seizing. A Spanish Windlass is used where maximum tautness is required such as in seizing together a couple of hawsers together.



Yankee

A light weather foresail set on the topmast stay with its luff extending almost the whole length of the stay. It is similar to a genoa but cut narrower with its leach not overlapping the mainsail, as does the genoa. The clew is much higher than that of the genoa. A Yankee can be used in winds of up to about Beaufort wind force 4.