



# The Binnacle

Victoria Model Shipbuilding Society  
Victoria BC Canada  
[vmss.ca](http://vmss.ca)



Yahoo! Newsgroup : VIRCB  
Vancouver Island Radio Control Boaters



## Beaver Fever !!!





## Victoria Model Shipbuilding Society

General Meeting – March 8, 2012

Call to order: 7:41 pm

1. Welcome: New member **Ion Barnes** and guest **Norm Higgens**.
2. Outreach: Past member **Ron Wilde's** wife Milly has passed away.
3. Club Finances: **Mike Creasy** reported that we have had income of \$4,445.00 for the year including \$325.00 from the Westshore Mall and \$112.00 in cash donations from the Westshore event. So far the club has spent \$3,999.00 for a net revenue of 445.00 The club has just over \$10,000.00 in the bank
4. Upcoming Events: Beaver Fever sailing regatta will be happening on March 24<sup>th</sup> and 25<sup>th</sup>. The Battle of the Atlantic will be held on May 6<sup>th</sup> and the Victoria Day Parade will be happening on May 21<sup>st</sup>. **Ron Armstrong** will be asking for those club members with large boats to volunteer them for the day.
5. Open Forum: **Barry Fox** updated the group on the club trophy status and the need for a volunteer to keep the trophies at home and bring them to appropriate events as needed.
6. Adjourn and Break: There were further items put on sale including several radios and sailboats in various stages of construction.
7. Show and Tell: **Barry Fox** gave a presentation on how to rip tape so you get a square edge. **Ron Armstrong** gave a tutorial on soldering and tinsmithing.

Respectfully Submitted  
**Graham Smith**, Secretary



## 2012 Executive Committee

<b>President:</b> Barry Fox	294-0350
<b>Vice-Pres:</b> Ron Armstrong	385-9552
<b>Secretary:</b> Graham Smith	477-8234
<b>Treasurer:</b> Mike Creasy	888-4860
<b>Show Coordinator:</b> B.Andrews	479-2761
<b>Binnacle Editor:</b> Scott Munford	382-1673
<b>Quartermaster:</b> Bob Rainsford	383-2256
<b>CRD Liaison:</b> Barry Fox	598-4619
<b>Parks Liaison:</b> Mike Claxton	479-6367
<b>Sailing Director:</b> Fred Herfst	652-8445
<b>Librarian:</b> Dave Denton (Plans)	478-1800
<b>Librarian:</b> Don Meyer (Books)	381-3356
<b>Publicity:</b> Ron Armstrong	385-9552
<b>Director@Large:</b> Jim Briante	590-5708

All above (250) area code



*Your Executive meets the last Thursday of every month!*

**The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.**

Mailing address:  
106-4480 West Saanich Road  
Box 55  
Victoria, BC V8Z 3E9

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## Meeting Moments



Barry demonstrating tearing masking tape



Ron doing tin-smithing

## Upcoming Non-Club Events

April 21/22 Opening of the BIMM pond and summer schedule for the museum in Bellingham. days of fun running models and checking out the new exhibits on display. For more information go to [www.bellinghammaritimemuseum.org](http://www.bellinghammaritimemuseum.org)

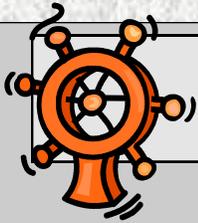
May 6th is the Canadian Coast Guard Day at BMM in Burnaby, BC. This event is in celebration of Canada's CG 50th year and to be celebrated with all sorts of coast guard models from Canada and other nations. Held with support from the CCG. A must see event if you live in this area.

May 12th the ever popular tug races in Seattle's Elliott Bay to be held or best viewed from Pier 66. the model pond will be set up and be looking for model folks and their tugs to come out and show the Seattle folks what model tugs can do. And if that's not enough you have the full size tugs out on parade, dancing (really playing around), and racing. This is a tug fans day of celebration.

June 2/3 will be the Waterfront Festival in Anacortes, WA at Cap Sante Marina. This is their celebration of all things water related in Puget Sound and will include a model boat display hosted by the Skagit R/C Model Ship Modelers. The display will include scale, sail, power, static model boats and any thing else we have for display. events for the modelers will include free running in the harbor to demonstrate what we do, sail boat races, and other activities with the festival. For those that have been here and think this is later than normal-- it is. was bumped a couple of weeks later due to a full size trawler fest being held there that takes up all the space that the festival usually uses.

June 16th the NW R/C Shipmodelers annual regatta. An all day all scale event with scale judging and on the water competitions including navigation. models will be showing off their operating features. This annual event brings modelers from all over the PNW and Canada for some fun and camaraderie all the while seeing some incredible models and their owners. Go to [www.Shipmodelers.com](http://www.Shipmodelers.com) for more information

**Mike Claxton**



**The Prez Says...**

**Prez Says**

This might be a bit of a negative column this month but the idea is to get more of you involved in the club.

For the years that I have been involved in the club, the Executive has worked to figure out what to present to the general membership at the next meeting(s). We have had a number of excellent presenters from time to time. We have had some members share their knowledge and tips around how to build all or some of a boat.

We have tried to have the meeting divided into a business session and then break out into more specialized mini-meetings to let discussions take place that suit more specialized wants and needs.

And this year we have tried to have a number of people give short talks and demonstrations on how to do certain things.

The problem with each of these attempts is that we have been(mostly) unable to get anyone else other than the Executive members to commit to do something. And the Exec is running out of ideas. We have invited the general membership to bring along their own topics/demonstrations/projects but no one, and I can state that categorically, no one else has picked up the phone, sent an email or talked to any of us directly with an offer to join in on this process. To be fair we do have one offer to give a presentation and we are likely going to take that member up on his offer; to give the Exec at least one month off from noodling over what to do.

Next come our opportunities to present ourselves to the public. You may note that we do less of these things these days. Why is that? one big reason is that the same people seem to have to step forward to organize and coordinate all of these things. Not all of those people are Exec members, but most are. There is a very small core group outside of the Exec who do help a lot with these things but, just like the Exec, they seem to always be the same people.

Guess what? All of those people are getting a bit worn out.



**ON THE RADAR**

INFORMATION ON UPCOMING EVENTS

**May 6th: Battle of the Atlantic**  
**May 21st: Victoria Day Parade**



**Meetings: Second Thursday 7:30-9:30**  
**4050 Carey Road**  
**Next is: May 10th, 2012**



**POWER: Sundays 10 – 12**  
 Harrison Model Yacht Pond (HMYP)  
**Dallas Road at Government Street**



**SAILING: 1st and 3rd Sundays 1 – 3 PM**  
 Beaver Lake  
**Next is April 15th, 2012**



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

So here is a couple of opportunities for you (and that will include most everyone reading this publication) to get up and help the club with its activities.

For future months, we need to get people on the schedule to bring along a demo or a presentation on how to do some part of boat building or boat operation. Hopefully you will all want to prove us wrong and we will have a long list of contributors and will need to schedule each night for months to come.

Next, we have one of our cornerstone Club Sailing Days coming up, our tribute to the Battle of the Atlantic. We need an organizer. It isn't really too hard and you can be guaranteed someone(s) will be happy to help you get what needs to be done accomplished. But somebody needs to lead it and that really needs to be one of you reading this.

We are close to deciding to take a couple of what may seem to be drastic moves.

*(cont. on page 6)*



## THE SUB SUBJECT

Before getting into the tremendous (and successful) rescue effort made to recover Vickers Oceanic's PIII submersible, it may be of interest to touch on the more recent history of submersibles.

The long-standing aim of scientists to learn about what went on in nature miles below the surface of Earth's oceans led to the development/construction of wide varieties of submersibles. All of them, for the sake of resisting enormous water pressure are spheres. Some are ballasted; some have electric motors in external pods. Few operate independently of umbilicals that connect them to a support ship, from which they are launched and by which they are retrieved.

Back in 1947 the Swiss physicist, Auguste Piccard, built an undersea vessel known as bathyscaphe. In 1953, Piccard and his son, Jacques, set a depth record of 10,334' in the Tyrrhenian Sea -- off Ponza, Italy.

One accomplishment led to another and, in 1960, in "Trieste", Piccard's son, Jacques, and U.S. Navy Lt. Don Walsh, took that vessel down to 37,800' in the Mariana's trench. Trieste did not rely on umbilical and had an interesting ballast system. There were two air tanks that could be flooded and a huge reservoir of gasoline, which is lighter than water. To dive, the two tanks were flooded, and gas was voided (APA not watching?). Then, to come up they released buckshot that had been held back with electromagnets. The retired bathyscaphe is/was on display at the U.S. Navy's torpedo museum, on the Olympic Peninsula.

All of those and more bathyscaphes served science, but it did not take long for industry to realize the possibilities offered by submersibles. Currently, probably hundreds are in world-wide use in the oil industry and by all who build, use, own and service undersea cables. That's where this month's topic is reached.

Vickers Oceanic's for example, operates a fleet of submersibles that are widely contracted out to service offshore oil wells and undersea telecommunication cables. In carrying out the latter task, on August 29, 1973, Vickers PIII ran into scary moments that drew wide, international attention.

Early on that Saturday morning, at 1:15 a.m., PIII manned by Roger Chapman and roger Mallinson, was

launched by the support ship, Vickers Voyager. PIII worked at 1650 feet, burying a telephone cable to protect it from damage by trawler nets. Some seven hours later, done for the day, Voyager winched up the submersible almost to the surface. Then, a line got tangled up in PIII's aft sphere hatch. That sphere flooded instantly. By 9:30 a.m. the submersible sat back down at 1575' stern first under a  $\pm 45^\circ$  angle. Both pilots were okay. Their air supply was calculated to last until early Saturday morning -- September 1.

As early as 10 a.m., Saturday, Vickers at Barrow, had been briefed by Voyager, Commander Messervy (head of Oceanics) summoned the company's own resources and sought outside help where deemed to be of use. As a result, all of this happened: Vickers Venture, carrying PII came rushing out of the North Sea with PII, the RN's HMS Hecata brought in special lines; The U.S. Salvage Department flew in their CURV (Unmanned Rescue Vehicle) from San Diego, and its support ship, the John Cabot happened to be in South Wales to bring the CURV; an RAF Hercules brought in PII from Halifax, NS. PII and PV were loaded on Voyager and joined the crowd at the disaster site.

Efficiency and speed had put all of the chess pieces in place in good time. Unfortunately the media too had come rushing over in fishing boats and pleasure craft. No collisions resulted, but manoeuvres suffered some restrictions.

At that stage, with all in place, it may have looked easy to haul up PIII. But looks can be deceiving.

PII's line was lost on account of buoyancy. On board Voyager repairs were to be made. PV could not locate PIII. The water had turned murky and, despite the marker buoy, the submersible had drifted off. An attempt to connect PV's snap hook failed. PII developed a leak in its aft sphere. The CURV's electronics took four hours to repair, and then PV ran low on power. At last, at Saturday 10:35 a.m., CURV managed to insert a toggle hook on a 6" braided nylon line. At 350' down, CURV had to be disentangled. At long last, at 100', all could pull in unison. At 1:17 p.m. the inflatable geminis took the two Rogers to Voyager.

Subsequent to the unfortunate and no doubt costly event, Roger Chapman wrote his report under the appropriate title No Time On Our Side -- published by now defunct

(Continued on page 6)



(Continued from page 5)

Gray Press in Sidney, BC. An interesting aspect: Roger Chapman's wife also contributed to the book. Clever.

No doubt lessons leading to modifications resulted from the happening. It is unlikely that a wayward line will ever again open an aft hatch inadvertently. The on-board air purification canisters of the "P" fleet will by now be easier and quicker to service while in use. Also, proven weaknesses in the manipulator arms will have been beefed up, and more suitable (braided nylon) lines will have become standard issue. Live & learn.

For next month, it will be attempted to update the goings-on with the RCN's four (ex RN) diesel-electric submarines. One of 'em, apparently, has managed to dive and come up again.

### Romanus Unicum



(cont. from page 4)

One would be that we simply don't hold events unless someone from the membership steps up to organize them. The other is to reduce the number of general meetings to a bi-monthly schedule or maybe even quarterly. We're not sure what that does to our lease at the church as it may not change the cost at all in order to keep the ability to use the facility.

So, here is your chance. Get involved. Help the club maintain its stature and even grow a little. You can do it.

-Barry



### Members in Good Standing

- |                       |                       |
|-----------------------|-----------------------|
| Adrian Harrison       | Ian Fraser            |
| Alex James            | Jack Lenfesty         |
| Allan Adams           | Jack Plummer          |
| Barry Fox             | James Briante         |
| Bill & Jennifer Smith | Jerry Filippo         |
| Bill Andrews          | Jim Cox               |
| Bill Sturrock         | John Ball             |
| Bob Hughes            | John Pigott           |
| Bob Rainsford         | Kevin Hamilton        |
| Bryon Calverly        | Lennart Edstrom       |
| Craig Paterson        | Martin Schmuki        |
| Dan Baker             | Mike Claxton          |
| Dave Taylor           | Mike Creasy           |
| Dave Denton           | Mike Pednault         |
| Dave Habetler         | Peter Hammond         |
| Dave Seager           | Richard Nicolson      |
| David Marryatt        | Rick McCrea           |
| David Nelson          | Rob Ross              |
| Don Meyer             | Robert Smith          |
| Earl Kimmerly         | Roger Duckett         |
| Eric Paul             | Romain Klaasen        |
| Ernest Reid           | Ron Armstrong         |
| Fred Herfst           | Ron Hillsden          |
| Fred Threlfall        | Russel Cozens         |
| Gary Forsythe         | Scott & Cathy Munford |
| Gerald Wolfe          | Steve Meredith        |
| Glen & Sue Newmeyer   | Tom Gardner           |
| Graham Smith          | Tony House            |

If you are reading this newsletter and your name is not on the above list, please submit your dues to **Mike Creasy** so you may continue to enjoy the benefits of membership in the VMSS.

At the first meeting of the year, we had two new members (**John Pigott & Mike Pednault**) pay their dues. Unfortunately in all the confusion of the night, we did not get their contact information (email & phone number). If anyone knows these two gentlemen, please have them contact anyone on the Executive.

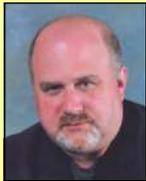


## Shelbourne Shipyard

After attaching the foremast, it was time to get the lights wired up. I did follow the rule and test each light after it was installed. After all lights were in, tested again and everything worked. Glued the wires down, painted over the wires, tested again and to my surprise (not really) one didn't light up. After narrowing down the wires to the specific light, I discovered that one wire had broken just before the shrink-wrap where it entered the deck. Re-wired directly from the LED, glued & painted the wires. Everything works again. I'll use the lessons from this for the mainmast and deck lights.

On a side note, let's talk boat safety. I'm referring to safely transporting your boat to & from it's destination. A few weeks ago, I left Harrison after placing by boat in the back seat. During the drive home, a situation occurred where I had to stop much sooner than I anticipated. My first thought regarding the boat was "This is going to hurt". I knew it was going to roll or slide off the back seat onto the floor, and it did the former. I didn't want to look until I got home. Lots of things were broken off and most of the railings & stanchions were bent. Now there was nothing that can't be fixed for the most part but there was a bright side, it wasn't the "Happy Hunter" I did this to. Repairs are underway. Please learn from my mistake and properly secure your boat in your vehicle.

Yardmaster  
**Scott Munford**



### 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: [newsletter@vmss.ca](mailto:newsletter@vmss.ca) **subject line: "PhotoContest Entry" (important!)**
3. Model ships and related topics only, please. **Limit of 3 (three) entries** per person.
4. **Deadline November 14<sup>th</sup>, 2012.**
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 2013. **Questions:** email to: [newsletter@vmss.ca](mailto:newsletter@vmss.ca)

**GOOD BOATING AND SHOOTING!!**



## Beaver Fever 2012

The first Beaver Fever was held a year and half ago in the early fall. The big issue at that time is that Beaver Lake is loaded with weed and the boats in this regatta have quit deep keels that love to hook onto those weeds and come to a stop. Not too conducive to good racing.

So this year we moved it to early Spring and that looks like the right time of year to hold it. The weeds haven't had time to grow too much yet and the winds seem to be better right around now as well.

So a dozen IOMs from as far away as Hornby Island, and all points in between, showed up for 2 days of sailing on March 24. Not quite as big of an entry as we would have liked but enough for a real nice regatta. While a bit chilly at times, the weather was just fabulous for sailing. Very good winds and very steady all weekend long. with a dozen boats we sailed as one fleet all weekend which means a lot of races. Over the 2 days we got in 35 full length races.

Not too many equipment problems but a few smaller breakdowns that are mostly a result of having a lot of wind all the time which causes the boats to be pressed hard for a long time, a condition that many of the boats have never seen before. That invariably shows up the weaknesses in your rigging, electronics and fittings. But, not too many races were missed by anyone with many going home with a new to-do list.

The end of the regatta saw **Graham Herbert** from the Hornby Island Model Sailors out front after a weekend long close battle with his brother **Martin** from the Salt Spring Island Sailing Club. In third was VMSS member **Fred Herfst** who had a good weekend finishing just ahead of VMSS members **Dave Seager** and **David Cook**.

At the end of the day on Sunday everyone had pretty much had their fill of sailing for a weekend and headed off to get home and put their feet up to recover. Everyone I talked to as they were packing up, and since then as well, have commented on how good the sailing was. We'll do this again next spring and maybe get more boats and sailors to come join us.

Events like this don't happen by themselves. I want to thank VMSS members **Dave Denton**, **Ron Armstrong**, **Mike Creasy** and **Bill Andrews** for their contributions to the success of the event. They helped with course setting and rescue operations (had a few rescues this time), scorekeeping, and a good hot dog lunch on Thursday. In addition, your Binnacle Editor was out on Saturday to take some excellent photos (maybe a few are sprinkled in this issue) and some really good short movies that will give you a flavour of the event. You can find the videos on YouTube at:

<http://www.youtube.com/watch?v=gy72R2fMn60>

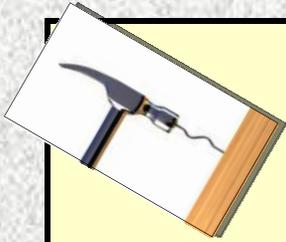
<http://www.youtube.com/watch?v=eVpi7nR9LxE>

<http://www.youtube.com/watch?v=MN2NBAPDE7A>

Well done **Scott**.

-**Barry Fox**





## SHAFT ALIGNMENT

There are many ways to put a motor and shaft into a R/C boat, some easy some hard. The best way that **Mark Giles** showed me is following. The use of flexible couplings is shunned; it only means that you have done a less than accurate job.

This system uses a hard connection and holds everything in alignment. A 7/32 tube fits the output shaft on the gearbox, and a 5/32 fits the propeller shaft. Fit up: from the shaft forward; 5/32 fits the prop shaft, 3/16 fits over the 5/32. 7/32 fits over the 3/16, 7/32 fits the output shaft of the gearbox. The outer piece of 7/32 is cut 1 inch long. The 3/16 and 5/32 are cut 1/2 inch long.

The 5/32 gets a dab of solder and sweated into the 3/16, the 3/16 sweated into the 7/32. You get wheel collars to fit the 7/32. You must drill the 7/32 to accept the setscrews from the wheel collars. Both the shaft and the motor must have a flat ground on them to accept the set screws from the wheel collars. To grind a flat onto the motor shaft without getting cuttings in the works, put the motor in a plastic bag, push the shaft out and grind away. The connector is now finished, while not in the boat connect up the shaft and motor, does it wiggle to much? If it doesn't have a friend plug it in and behold a good alignment. O.K. this system requires that the only two points that require support are the back end of the shaft and in the middle of the motor. A hold down device is incorporated in the motor mount at this time. Drill a shaft hole in the hull trying your best to keep everything on center,

A 5 degree or so shaft angle is desirable. In this application everything is compromise. Too little angle and you will waste energy on the surface, too much and you will push the bow under, the are reasons to have either extreme for specific jobs, but the merits of each can be debated forever and get no satisfaction, so I just shut up. The whole works is now installed in the boat, You will be able to move the whole works around to your satisfaction due the clearance hole you have drilled in the keel, when you install the motor support give it about 1 thousandth of an inch support. Put some plasticine around the exit hole around the shaft, stand the boat on end and pour a little glue into the hole and let it set up. When set up try it for running, try it in the water, does it respond well? If it runs well, turns well, backs up well, then you have something worth completing, if it is not a work worthy of your pride, scrap it out, and try again. No point putting a masterful creation atop a poor foundation.

That's all for now folks

**Dave Denton**



**Glen Newmeyer** has invited any and all cub members back for a day of motor sailing at his pond in Crofton. Well worth the short trip to have some fabulous clean water to exercise your boat in. From what I know it is to start around 10 AM on April 21 and last until everyone has had enough. A wonderful pool, great views and a great host. Contact Glen at [glene@shaw.ca](mailto:glene@shaw.ca) to let him know you are coming up so he can plan what he needs to have ready for you.



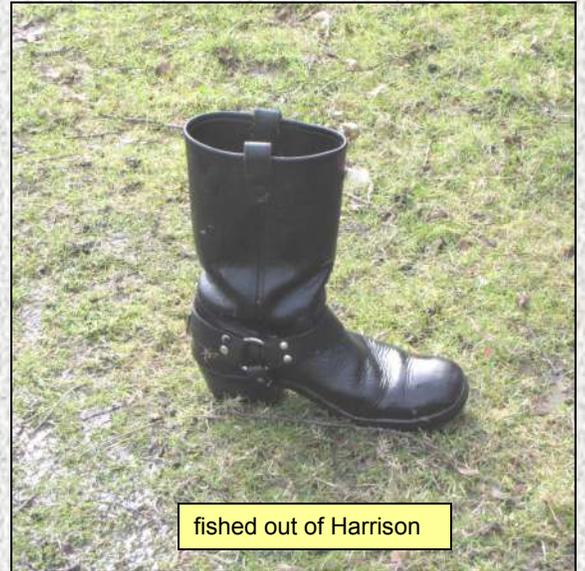
Frank's boat at HMYP



# Potpourri



photo by Richard Nicolson



fished out of Harrison



Jim Cox built his own blue bridge to haul around