



The Binnacle

<http://members.shaw.ca/vmss>

Victoria Model Shipbuilding Society
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ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

- Aug 14 10:00 *Club Picnic and Free Sail*,
Harrison Pond
Aug 15 07:00 *"A Channel" Ch 12 Morning*
Show Feature Harrison Pond
Sept 3-5 *Saanichton Fall Fair*



MEETINGS: Second Thursday 7:15-9:15
313 Brunswick Place Next is Sept 8



POWER: Sundays 10 - 12
Harrison Model Yacht Pond



SAILING: 3rd Sunday 1 - 3 PM
Beaver Lake Next is Sept 18



LANGFORD LAKE NAVY Wednesdays
9:30 Langford Lake

Picnic and Free Sail * Sunday August 14

We will supply our cabanas and a couple of tables, you bring your own lunch, beverages, family members and chairs or blankets. You requested this one, so we hope to see everyone there!

Harrison Pond * 10:00 ish

Questions Dave Denton 478-1800



From the Bridge

Have you ever heard so much tempest about a small pond? The nearer you get to it the worse it gets.

Sometimes I wonder if it is all worth it? For the people that use Harrison Pond on a regular basis, it is definitely in so many ways an asset. It is for these people that we go to great lengths to keep our legitimate claim to the use of Harrison pond by all recreational modelers intact.

On the day of our picnic, August 14th, we can hope for the wind at our backs, and the sun giving us it finest.

On the subject of the Saanich Fall Fair, we have always had good fun at this event and a lot of that has to do with a large group of volunteers. With our normal positive attitude I am confident that the past years fun, frivolity and excitement will continue this year.

My Kadet is sailing well now and sweeps all competition at Langford Lake (both of them) and I look forward to staying up with the competition at Beaver Lake. See you at the picnic.

Dave Denton

Meeting Protocol

This is how we are trying to run our meetings

7:15-7:45 Club Business

7:45-8:00 Socialization Break

8:00-9:15 Guest/Presenter/Edutainment

Please keep your comments 'on topic' to help us stay focused in the business discussions.

Also, as a courtesy to speakers, guests, and fellow members, do not participate in private discussions while the meeting is in progress. The background din reduces our enjoyment of the meeting.



Victoria Model Shipbuilding Society

Regular Meeting – 14 July, 2005

Minutes

The President reviewed events at the Cowichan Bay Maritime Centre, Tall Ships Victoria, and Strawberry Festival.

Thanks to John Gough, the VMSS has a new rescue boat for Beaver Lake.

The evening's entertainment was a chance to review techniques in model building.

Membership Notes:

Ray Bethell has rejoined.

Doug and Rosemary Allen now have e-mail: rosemary-allen@shaw.ca

2005 Executive

President	Ken Scotten	472-6187
Vice-Pres.	Dave Denton	478-1800
Secretary/Treas	Tom Pound	595-6487
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Assistant Editor	Bill Sturrock	479-0239
Quartermaster	Bob Rainsford	383-2256
Director at Large	Bill Andrews	479-2761
Director at Large	Mike Woodley	598-8379

2005 Committee Heads

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Publicity	Jack Ross	478-3191
Webmaster:	Ron Hillsden	479-5760
City Parks Liaison	Ed Boddaert	746-4459
Binnacle Mailing	Bill Birch	592-6456
Bandit Coordinator	Rick Rainsford	382-0898

Reminder * New Model Ship Competition

If you haven't started on a project this year, and you are planning a fall start, remember there is a new competition to stimulate new construction this year

We are announcing a competition aimed at stimulating some new construction. There will be a prize awarded at CanWest 2006 for the best model of any ship which saw service in BC waters.

There are 3 rules:

1. the model must be documented (plans, photos, etc)
2. service in BC waters must be documented, and
3. the model has to be new construction.

So dust off those plans and start having a little fun! We don't care if it is a kit or scratch, big or small, old or new, or if it was a resident or visitor.

So lets start building!

Saanichton Fall Fair

September 3—5

We will be making duty rosters at this meeting for the Saanich Fall Fair. If you missed the meeting, you can still participate if you call

Bill Andrews 479-2761

But do it soon because he has a deadline for the passes!

Canada's Navy will be 100 in 1910

That's 4 1/2 years! It would be nice to fill Harrison Pond and the Lt Governor's pool with naval vessels! This is the time to start thinking about it and taking dibs on what ships you want to build.....

If you haven't tried a naval vessel, and don't want a warship, there is still an eclectic collection of ships to choose from. The Auxiliary fleet has had everything from tugboats to coastal tankers. Also have a look at some of the other ships that wore navy grey in the wars - other government ships and RCMP vessels were pressed into naval service. There were even a bunch of yachts converted to examination vessels, and don't forget the Fisherman's reserve. And of course there were submarines

Our library has an excellent selection of builders plans for Canadian naval vessels. You want to get an early start because you will have to do some research to get a great model!



Special Exhibits at the Maritime Museum of BC

This month I had the pleasure of viewing the special exhibits at the MMBC and highly recommend you have a look at these. This is the description on their web site:

Harry Heine Sails with the Ivory Fleet

The Ivory Fleet weighs anchor at the Maritime Museum until October 16th to join a special exhibit of Harry Heine's original work.

The Ivory Fleet: Treasures from the Lecouvie-Déry Miniature Ship Collection, hasn't been seen in this part of Canada for nearly two decades. The 42 exquisite narwhale and walrus ivory miniatures were carved by Edmund LeCouvie after he left the sea and joined the Quebec City police department in 1913.

Victoria's Harry Heine was considered one of the leading marine watercolor artists in North America before he passed away in 2004. He is the only Canadian ever elected to the Royal Society of Marine Artists in London, England.

Edmund LeCouvie achieved international fame as a ship modeler in his lifetime. Several of his works are on exhibit at the British Museum. President Franklin D. Roosevelt and Prince Philip, the Duke Of Edinburgh, each acquired one of his larger wooden models.

The Déry family began collecting LeCouvie's works in the 1930's and they assembled and preserved this rarely seen fleet as a Canadian treasure. The models range from 14 to 58 centimetres long and up to 40 centimetres high.

Harry Heine's career as a professional artist spanned 76 years. Several of this year's Tall Ships, coming to Victoria in June, have been painted by Mr. Heine in his unique style.
Ron H.

Harrison Pond Report

I called the city Parks Dept after we noticed the new duck ramps and falling water levels.

Mike Leskiw, the Parks Manager said that they have received complaints from the "Friends of Beacon Hill Park" that many ducklings were drowning in the pond and that additional ramps should be installed to let them out. I explained that we had been over this duck thing before and that Harrison Pond was a BOATING pond NOT a DUCK pond. He acknowledged that but noted that we cannot keep ducks from using it, that the strays must have a way out and the one ramp was not sufficient judging by the number of drownings.

We must recognize that there are other bodies that put the squeeze on the Parks Department, either directly or through council, with concerns that may involve the Boating Pond. This is why the new duck ramps have appeared. Whether "The Friends of Beacon Hill Park" have any legitimate say in the Harrison pond area (i.e. is the pond actually in Beacon Hill Park) or not, they are a group of concerned citizens who have a legitimate concern that too many ducklings are dying in the pond during the breeding season. This is not a case of them saying that it is a duck pond or that ducks should be there but what can be done to reduce the carnage as there are going to be ducks in the pond whether we like it or not. Keep Out notices in "Duck-speak" are not going to have any effect. There are notices for unthinking humans advising them not to feed the ducks. We can do our part, if we see people feeding the ducks, by requesting, diplomatically, that they not do so as it is against the bird's interest and health and creates an unsanitary condition both in and around the pond.

I told Mr. Leskiw that the ramps are in the area where we launch and are a nuisance and should have been installed at the east end of the pond. Later, the Operations Manager said the ramps will only be in the pond during the breeding season and will be moved to the east half of the pond next time. I feel that if they are located there it would not hinder our operations if they were there all year.

The Parks Department responded very quickly to my request to clean the pond, they were at it the next day! Water level will be addressed to ensure that the "tide is high"

Ed Boddaert

THE SUB SUBJECT

THREE YEARS AGO, ON AUGUST 24, 2003, MY 1/11-SCALE Molch ("Bratwurst") released its two G7 torpedoes for a gallery of V.M.S.S. members and guests. Norman Farley served skewered bratwurst, German beer was on hand, and Mrs. Gisela Bates, from Nanaimo, made great launching speech--in German.

Both torps moved like a formulated mixture of stink, a Jack the Bear and greased lightning. They gave Ken Scotten a vision of the Roadrunner. Yes, they MOVED all right. At 10+ knots . . . ? That could be a fair but marginally low estimate.

Len Gibbs had built the G7s for his Seehund which, at the time, was finished but not yet operational. So week after week, Molch was the beneficiary. The fish kept on running their fast, unpredictable trajectories--eight times out of 10 smacking into (and bouncing back from) HMY's concrete quay. "Thud!" "Whack!" "Smack!!!" Vast fun and spectators' enthusiasm, and much more. Also, for every 10 minutes of runs. . . hours upon hours of repairs and modifications for Len. This had to change. Drastically.

It all came to a head last May, when No.2 blew up in my hand (see Sept.'04 Binnacle). So many ideas for improved re-design had accumulated that time had come to bite the bullet. Build on experience, but start from scratch. Mentally, Mk.2s were born.

The specs laid down for the Mk. 2s went like this: (1) less vulnerable to impact damage, (2) fewer pressure hull penetrations, (3) straight-line runs from release to "target," (4) quick access to the charging jacks, (5) easier hook up to the boat. Not too formidable, but it took the melded (not "melted") minds of Mssrs. Gibbs, Klaasen & Sharpe to get construction moving the way it's moving now. But we still make on-paper and go-as-you-go modifications all along.

In the end, the design may still differ in minor ways. But for now, this much has been thunk up and is in the works:

The first two requirements were solved simultaneously. The "on" and "off" switches ("on" upon release, and "off" upon collision) both involved pressure hull penetration, which can invite leaks at the best of times, inertia-caused cracks in the pressure hull too-often times, and often serious damage to the warhead-mounted "off" switch.

It was a relatively low brainer to the reed (magnetic) route for the "on" upon release switch. Some 34 bucks plus taxes plunked on Price's Alarm Systems' counter took care of the two needed copies.

These two-piece switches are the ones on store doors that activate a sound upon entries and exits. The part that holds the switch has three terminals. Any two will wire a circuit as permanently closed or permanently open. The second part is nothing more than a magnet in a plastic case. So the switch part goes inside the torp's pressure hull; the magnet is fixed to the boat. Separate switch and magnet by 2" to 3" and a soft "click" reveals that it works. End of that. But the "off" switch was a totally altogether diffio obstacle.

Numerous design alternatives were considered, and a prototype was built--all of 'em based on shock action (inertia)--so free for use whenever forward motion is rudely interrupted. Ultimately (?), I cast a 1/8" brass rod into a 1.00" 2oz. lead disk. The tapered aft end of the shaft operates a three-terminal (Queale Electronics) - \$12 plus tax - micro switch. Give the fish a gentle shake, and the business end of the weighted and sliding rod moves the micro switch's lever to "on." Shake it forward, and the circuit breaks. So, that way, both the "on" and "off" business transacts INSIDE the pressure hull. No leaks, cracks or switch damage should result.

While the operational merits of the "on" and "off" solutions leave scant doubt about how well they'll work, the same can't yet be said about (3) "--the hoped/wished for straight line trajectory.

Almost all prototypes (save and except the U. S. S. R.'s Shkeva_--see March '03 Binnacle) have multi-bladed, CONTRA-ROTATING screws, urging them on toward targets. Such design, even in wire-guided torps, offsets the torque induced tendency to yaw with the direction of screw rotation. Now, modelers have tried to implement the C-R design, but most always end up with stuffing box leaks--penetrated as they are by dual rod and tube drive shafts.

For the Mk. 2s, that problem was circumvented (?) this way: Only a single, 1/8" shaft runs through the stuffing box into the free flood stern. There, it meets a length wise installed differential out of model R/C car. The shaft spins the front crown gear, but continues on through the gearbox to do its thing to the second screw out. A tube fitted over the shaft picks up its opposing spin from the differential's rear crown gear. Neoprene washers allow flexibility in the shaft to differ-

ential and tube to differential connections. At the end, of course, the tube (hollow driveshaft) spins the second screw, which is actually the first one in line of travel. In the belt-and-suspenders spirit, the two screws are to run inside a shroud, to enhance directional stability. Rom there on, it's hoping for the best.

For" (4) " the warhead/bow will come off the torp' s body with a short twist, 10 degrees to the left. In there, the battery jacks will await their 6v charger.

Requirement "(5)" will be met by the "on" switch's shaft being replaced by the non-mechanical magnetic field of the reed switch, as well as the less precise positioning permitted by that field—an inch or more.

Despite the in-the-bowels location of the "off" switch, head-on collisions will still be dampened by a foam rubber warhead tip on one of the Mk. 2s and, experimentally, by a syringe-type (hydraulic) shock absorber for the second.

Stay tuned!

"As a footnote: with last May's scary explosion in mind, an airtight, "O" -sealed bulkhead now separates the battery compartment from the motor/switches space. A Schrader valve allows for release of any build-up of gases before the battery packs (5 x 1.2V.) are recharged.

In September's column, we might either learn why President Scotten did NOT become a submariner, or (info. permitting) a few things about Air Independent Propulsion (AIP).

Romanus Unicum

A couple of shots from Elk Lake—thanks to John McHutchion. The top foto was taken at the Strawberry Festival, the bottom was at our regular July sailing day



Newest addition to our fleet of tugs—Bill Sturrock's **Point Fermin**



Mike Woodley found this derelict beside one of the new "duck ramps" at Harrison Pond



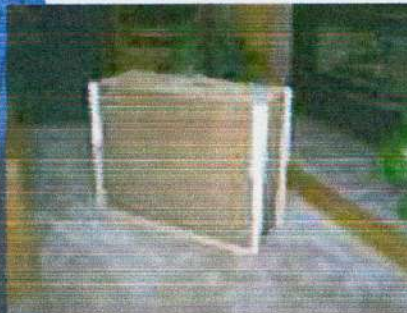
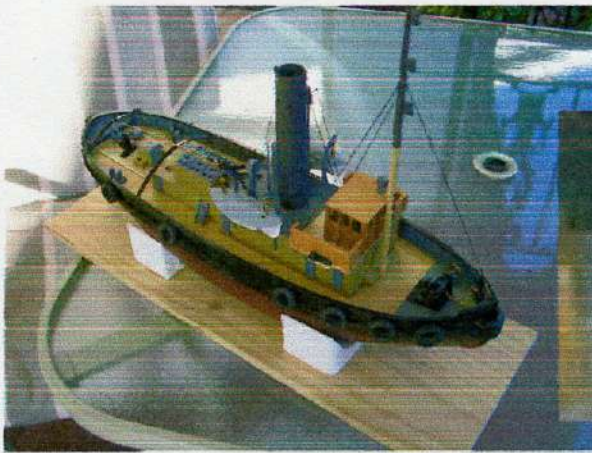
Build A Boat Box

By: Kim, Pitt Meadows B.C. (A member of Burnaby Assn Marine Modellers)

I built this boat box, which is great for transport and storage where space is limited and damage possibility.

The sides are 3/16" plywood; the top and bottom are 1/2" plywood. The corner pieces are good old 1" x 1" x 1/4" thickness wood corner stock (or corner bead?) I picked up at Rona glued on with all weather glue. All the rest is from my scrap pile. A metal barn door handle (\$3.50) from Rona is screwed on with 1/2" wood screws to the top. I have a separate piece of 1/2" plywood that fits just within the box having a scrap Styro-foam boat cradle glued to it to hold the tug in place. This cradle is pulled out of the box with the tug (note photo)

The box I made for my trawler (much larger) had a hinged front for access and therefore could not be placed on a table due to the space it took up when the front was opened. I made the tug box so that the front slides up and out so the box does not take up any more room than the boat would on a picnic table by the pond so I can leave the box on the table. When I'm not using the boat I can slip it back into the box leaving the front open with the boat protected somewhat from those who like to reach over models to get at something ;-).



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