



December 2005 Volume 27, Issue 12

# The Binnacle

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

Victoria Model Shipbuilding Society  
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## MERRY CHRISTMAS AND HAPPY NEW YEAR!

### ON THE HORIZON

#### INFORMATION ON UPCOMING EVENTS



**MEETINGS:** Second Thursday 7:15-9:15  
313 Brunswick Place Next is 12 Jan 2006



**POWER:** Sundays 10 – 12  
Harrison Model Yacht Pond



**SAILING:** 3rd Sunday 1 – 3 PM  
Beaver Lake Next is 15 Jan 2006



**LANGFORD LAKE NAVY** Wednesdays  
9:30 Langford Lake

**CANWEST:** February 2-4, 2006 (tentative)

**Cedar Hill Recreation Centre:** Senior Living  
Festival, March 3, 2006.

**Harrison Pond:** July 22, 2006 Regatta honour-  
ing 50th Anniversary of Harrison Pond



### From the Bridge

*The last three years have been a busy and productive time for the VMSS. To our traditional shows at CanWest Shopping Centre, Saanich Fall Fair, and other venues, have been added new events such as the Spring Break program at the Maritime Museum, and the very successful Tall Ships Victoria festival this year. The schedule has been full; the activities have been fun to do, and have raised the society's profile within the community.*

*In his three years as our President, Ken Scotten has always placed the interests of the VMSS first, and given unselfishly of his time and expertise. For this, for his leadership, and for his hospitality, we offer our most sincere thanks.*

*Your Executive Committee.*

Our sympathies to **NORTON TUSTIN** on the recent loss of his beloved wife.

**For Sale** - we are producing a living colour 2006 VMSS calendar. If you didn't get a chance to see one at the Christmas party, call Dave Denton for details.



The same two Greeks climbed up once more, some struggle was heard, and they brought back a trophy: a German lad, 17 or 18 perhaps, with fright in his eyes, wetting his pants as he was searched. Nothing harmful on him. Papers, German cigarettes, a turnip-sized lighter, some money and a hand-generator energized flashlight. All that was divvied up among the partisans. Then they gagged and tied him. Wetting his pants, he looked more frightened still. Rightfully so. The soul-deep hatred in Greek ranks made it very clear that they would do him in. "Droop Jim in da zee," one said. But one submariner mentioned the Geneva Convention, some bank notes with the King's image on them transferred to Dimitri's pockets and, what seemed like an eternity later, the sub had resurfaced to deck-awash. and the landing party--including the German youngster--was heading back for Alexandria.

Upon arrival, the prisoner was handed over to Shore Command. Upon identification, they would notify the Red Cross. End of story.

No one aboard the sub heard any more, but all felt sure though that, if the lad hadn't made it through the war, it wouldn't have been through cold-blooded murder.

For the next and shortest month of 2006, an ambivalent book review of *The Complete IDIOT'S Guide to Submarines* will hold us till March when, it is hoped, the long anticipated interview with Vice-Admiral MacLean may embellish these pages.

Romanus Unicum

### **Anyone interested building HMCS Grilse?**

A reminder that the Navy's 100th Anniversary is approaching. If you have been thinking about building a World War 2 Sub, here is an offer for photo documentation of a preserved sister of Grilse, You will not often get this amount of photo detail for a WW2 ship!

From: [seaphoto@aol.com](mailto:seaphoto@aol.com)

Subject: USS Pampanito CD available

Hello Everyone,

I am proud to announce my latest photo CD. In this CD, you get:

Over 220 Pictures, most high resolution (approx 2000 pixels wide), over 280MB of files.

Organized into files documenting specific areas of the ship - armament, hull, various compartments, etc. Find what you are looking for easily!

The heart of the CD is an extensive photo tour of the *Pampanito*. In addition to this, there are also -

-12 photos of the submarine from overhead, shot while she was being towed under the Golden Gate Bridge while filming the movie *Down Periscope*

-25 photos shot while the *Pampanito* was in drydock in 1999

The price for the CD is US\$ 14.99 plus \$ 3 shipping .

Kurt Greiner [www.warshipmodelsunderway.com](http://www.warshipmodelsunderway.com)

SeaPhoto Maritime Photography [www.warshipphotos.com](http://www.warshipphotos.com)

Also see *USS Pampanito's* home page <http://www.maritime.org/pamphome.htm>

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## Victoria Model Shipbuilding Society

Regular Meeting – 10 November, 2005

### Minutes

The Vice-President welcomed guests David and Jenny Taylor, and new members David Cook and David Maryatt.

Following review of arrangements for up-coming events, election of the 2006 Executive Committee took place.

Guest John Webster presented slides showing the interior and general arrangement of a diesel-electric submarine.

Members are asked to fill in the form below, and return it with payment of Membership Dues for 2006.

Name(s):

Mailing address:

Telephone:

E-mail:

Dues Payment: ☐ \$35 – Regular Membership  
☐ \$50 – Family Membership

**The VMSS Membership List is confidential, for distribution to Members only.**

I have the following RC Channels:

Sail:

Power:

## VMSS TREASURE CHEST

(BE SURE SANTA KNOWS ABOUT THIS...)

	each
Club Sew-On Patches	\$3.50
Club Lapel Pins	\$5.00
Coffee Mugs with logo	\$15.00
Calendars for 2006	\$12.00



**SEA WORTHY ITEMS FOR SALE**

### 2005 Executive

President	Ken Scotten	472-6187
Vice-Pres.	Dave Denton	478-1800
Secretary/Treas	Tom Pound	595-6487
Entertainment	John Gough	479-1843
Binnacle Editor	Ron Hillsden	479-5760
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

Librarian	Jack Ross	478-3191
Publicity	Jack Ross	478-3191
Webmaster:	Ron Hillsden	479-5760
City Parks Liaison	Mike Woodley	598-8379
Binnacle Mailing	Bill Birch	592-6456
Bandit Coordinator	Rick Rainsford	382-0898



### **Executive Committee for 2006**

President	Dave Denton
Vice-President	David Taylor
Secretary – Treasurer	Tom Pound
Show Coordinator	Bill Andrews
City Liaison	Mike Woodley
Quartermaster	Bob Rainsford
Director-at-Large	Ken Scotten
Director-at-Large	Derek Woollard
Binnacle:	Bill Sturrock, Ron Hillsden, editors
Publicity	Jack Ross
Librarian	John Gough
CRD Liaison	Ken Lockley
Entertainment	Mike Claxton, Mike Creasy
Term of Office: 1 January, 2006 to 31 December 31, 2006	



**Editors Note:** The letter below to the City of Victoria, by City Parks Liaison Mike Woodley, represents not only a lot of persistent work by Mike (for which we are very grateful), but sets our sights on some significant club promotion culminating in a July Anniversary Regatta. We all need to help get the word out and the work done!

### Improvement Requests for Harrison Yacht Pond in Holland Point Park by the Victoria Model Shipbuilding Society (November, 2005)



**BACKGROUND** Holland Point Park is the city's fifth largest park at 5.18 hectares. It was created in 1947. Harrison Yacht Pond was constructed in the fall of 1955, landscaped in the spring and opened for boating in July, 1956.

Also, in the summer of 1956, the world's tallest totem pole was raised on July 2 and Marilyn Bell landed on the beach below the pole on August 23, in front of several thousand spectators. The summer of 2006 will be the 50th anniversary of each of these events - one in Holland Point Park and the other two in Beacon Hill Park.



**HARRISON YACHT POND** As viewed from Dallas Road it is a beautiful curved pond bordered by maintained lawns and backed by a dense forest. It is unique to the west coast of North America. We know of no other purpose built model boat pond on the entire American and Canadian coasts.

**HOWEVER**, it is a very underused recreational facility. The pond and its immediate surroundings have a large number of drawbacks that severely limit its use. If it were to be improved as requested below it could become a major asset to the city's recreational activities.

#### DRAWBACKS

1. The water surface is continually fouled by leaves and branches of trees that are allowed to overhang the pond.

**Solution:** Remove the willow tree from the north side and prune the trees in the south-east corner.

**Note:** As shown in the photo the roots of the willow tree are grow-





ing under the sidewalk and have already put two major cracks in it. It should be removed before any more damage is done, particularly to the concrete liner of the pond.

2. The water content is continually fouled by the excrement of ducks, seagulls and geese.

3. The 700' sidewalk that surrounds the pond is continually fouled in the same way. It is a disgusting mess that makes it most unpleasant for boaters and spectators alike.

Solution: If a bird proof fence was installed at the water edge of the sidewalk it would prevent the birds from climbing in and out of the water onto the sidewalk. This should be installed along the entire perimeter except for the newly excavated launching area at the west end beside the new parking lot. It should be an inexpensive chain link fence about one foot high and made so the birds cannot sit on top of it.

4. The westerly breeze is blocked by the landscaped bushes right beside the west end of the pond.

Solution: Remove the bushes

5. The sea breeze is blocked by the dense forest on the south (sea) side.

Solution: Open the 10' wide south side path to 30' by cutting the underbrush, not the trees.

6. During busy summer Sunday mornings there is a bottle neck for both boat operators and spectators at the

south-west corner. The forest comes very close to the sidewalk.

Solution: Remove the undergrowth, stumps and all, and plant grass back a distance of 10 feet from the present.

This only has to be done for about a distance of about 20' along the south-west corner, beside the three park benches.

7. Boat launching and recovery is very difficult, particularly for older boaters and wheelchair bound boaters.

Some of the boats are quite heavy. The water surface is 6" below the entire 700' sidewalk. This is Alex James, one of our members, and he is 74 years old.

Solution: Excavate a 30' section of sidewalk at the west end so that the water surface is 24" above the ground level. This will make it much easier to launch and retrieve the boats without having to get down on our hands and knees.

This will make the pond accessible for handicapped citizens as well.

Make it so that a wide path leads from the new parking

lot to the new boat launch area. Make it slope very slightly down hill





away from the pond so that no rain water collects there.

8. Parking is extremely limited. On the pond side of Dallas Road there are 15 spaces. Most of these are taken up by people walking in the park. On summer weekends most boaters have to park on the north side of Dallas Road and on Government Street where there are limited spaces due to residential parking only sections nearby. Many of our club members do not even come to the pond on these lovely summer weekend days because of the lack of parking. . Solution: Remove the landscaped bushes beside the pond, above, and install a 20 - 25 car parking lot right beside the pond. There is already a gravel access road into the park. There is plenty of room for a new lot between the access road and the pond. Include handicapped parking. At present there is none. Re: PARKING

THIS IS THE ONE MAIN THING THAT WILL SEE INCREASED USE OF THE POND AND IT WILL RESULT IN A MUCH SAFER SITUATION THAN AT PRESENT WITH BOATERS OF ALL AGES FROM LITTLE CHILDREN TO ADVANCED SENIOR CITIZENS HAVING TO CROSS A VERY BUSY DALLAS ROAD THAT HAS A 50 KM SPEED LIMIT. There should be signs stating the pond side spaces are reserved daily, year round, for boat operators only and all spaces are reserved for boaters on weekends.

9. There is no visible sign to let the public know it is a model boat pond.

Solution: Install a large sign clearly readable from Dallas Road:



#### HARRISON

#### YACHT POND - HOLLAND POINT PARK

10. There are no boat tables for checking rigging, batteries and electrical connections, etc. At present boaters use the park benches to make their adjustments preventing spectators and other operators from using the benches for their intended purpose.

Solution: Install 4 purpose built 8' long boat tables (not picnic tables) with slots for the sailboat keels. These should be at the west end, two on either side of the new boat launch area.

11. There are no steps into the pond for boat retrieval or for setting up course markers. In this photo 74 year

old Len Gibbs is helping 72 year old Romain Klassen climb out onto the sidewalk.

Solution: install a set of steps with handrails at the south-west corner, near to the new boat launch area.

Note: the bottle neck referred to in # 6 above. The bushes to the right, by the white bucket, need to be cleared back about 10' and grass planted.

12. There is no drinking fountain and no fresh water for washing your hands.

Solution: Install a drinking fountain at the south-west corner that has a water supply at the bottom, such as a spring loaded tap.

13. There is no bicycle rack.

Solution: Install a bicycle rack at the south-west corner.

14. There are no garbage cans.

Solution: Install two garbage cans, one at the east end and one at the south-west corner.

15. There is no storage building for boats, docks, course markers, floats, rakes, pond scoops, buckets, hoses, wheelbarrows, etc., and with power to charge batteries at regattas and for a PA system at special events.

Solution: Build a storage building with an electrical supply, on the south side.



16. There is no educational notice board.

Solution: Install a covered notice board at the north-west corner that will describe the history of Holland Point and the Harrison Yacht Pond. Include photos and maps. As well, this notice board should have a section for display of coming events at the pond.

17. There are no recreational boating programs offered by the city recreation department.

Solution: There is an opportunity here for the City Parks and Recreation Departments to offer something completely unique to the citizens of all ages (children to seniors). Imagine a properly organized and conducted program of courses providing boat building and operating for both power and sail radio controlled model boats, particularly during weekends, spring break and summer holidays. There would be nothing like it in Victoria. The skills of VMSS members and other boaters from the general public could be utilized in such a program.

### CONCLUSION

Harrison Yacht Pond has the potential to be a major asset in the City of Victoria's recreation program. At the present this is far from the case. However, with the combined will of the Mayor and Council, the Advisory Committee, the Parks and Recreation Departments' Management, the Victoria Model Shipbuilding Society and interested members of the general public (local businesses included) it is possible to make the pond into a source of pride for all to enjoy.

*Submitted by:*

*The Victoria Model Shipbuilding Society contact: Mike Woodley, 598-8379 mwoodley@shaw.ca  
November, 2005.*

## THE SUB SUBJECT

DURING AUGUST'S MEETING, WHILE TALKING ABOUT AND SHOWING around my #1 Mark-2 torpedo, I mentioned that suggested topics for "The Sub Subject" column would receive a champagne reception. Nothing direct popped up (pun intended?) from the floor, but then Ken "Reno" Lockley wanted to know where I'd sourced all the stuff that went into building the thing. I know full well, of course, that some among you will not now or ever build a torp, but some names in the recital below may be both useful and inspirational to many V.M.S.S.ers who build targets. So here goes:

- **BATTERY DIRECT** (Victoria/Burnaby) Custom-configured 6V, 700 mAh battery packs at a 10% discount to members.
- **BURNABY HOBBIES** (Burnaby) Robbe Speed 400 motor(s), brass & copper rods & tubing, left- and right-turning brass screws (three-bladed; Dutch imports), Dubro collars, miscellaneous glues, and . . . et cetera.
- **COAST INDUSTRIAL SUPPLIES** (Victoria) "O" seals and Schrader (tire) valve(s).
- **HiTec** (Poway, CA, USA) Rubber cushioning pads (cut from a sheet.)
- **HOME HARDWARE** (Fairfield, Victoria) Stainless & galvanized Robertson-type screws & General Electric Silicone II.
- **INDUSTRIAL PLASTICS** (Victoria) Plexiglass tubing, Sintra (an expanded PVC), GE Lexan and sundry glues such as WELD. ON #16 Acrylic cement and Methylene Chloride for solvent welding both plexi and Lexan. A 10% discount to members.
- **LORDCO AUTOMOTIVE** (Victoria) Fuses, circuit breakers and male-female connectors.
- **MERIT ELECTRONICS** (Victoria) Custom battery charger and switches.
- **METAL SUPERMARKET** (Saanichton) Stainless steel shafts/ rods.
- **PRICE'S ALARM SYSTEMS** (Victoria) magnetic, two-part switches.
- **QUEALE ELECTRONICS** (Victoria) Wiring, connectors, fuses & three-pole micro switches.
- **STREBOR MOTORS** (Victoria) Craig Roberts came up with a differential for the contra-rotating drive shafts.
- **SUBTECH** (Lakewood, NJ, USA & Somerton, UK) Bulkhead seals and stuffing boxes with Neoprene lip seals.
- **TOYS 'R' US** (Victoria) Shaped foam rubber for the nosecone (cut from toy footballs).

Looks like nothing till one starts looking.



In addition to the listed suppliers of materials and components, the Mark-2 owes part of its existence to the ideas and labours of Len Gibbs, Bob Richardson (deceased), Craig Roberts and Greg Sharpe. Their ideas--albeit modified--and labours with GRP and wood as well as metal lathes were and remain considerable, and their interest in applying their skills to a model torpedo deserve a deep, elegant tip of my hat or beret. Absent them, and the Mark-2 would not by now have reached the testing stage on which the report follows.

On a warm Sunday in August, Mark-2 got her first taste of the HMYP waters. She didn't shudder or spit out the ducks' and gulls' contributions to the mélange. No, no. She floated as expected, didn't leak much, kept an even keel 'and such but... didn't move all that fast, or run all that straight. The contrarotating screws, at that point, were a disappointment. Over the ensuing weeks, several modifications were made to remedy the uncertainty of water (ballast) entering the bow area, and to speed her up to a more torpedo like pace--like her Mark-1 predecessors.

All this took time, because the batteries can only maintain 6V output for  $\pm 3.5$  minutes, and take hours to charge. No quick, pondside experiments were possible.

The freefloat uncertainty was well nigh eliminated by spraying and respraying the removable warhead's exterior with DipIt compound, and by adding a second "O" ring to the portion of the head that extends into the body. The few drops that still enter don't affect balance, and the pressure hull is fully sealed independently. No sweat. But boosting speed was an altogether totally different challenge.

First, using more lead ballast, buoyancy was reduced from  $\pm 22-23\%$  to  $\pm 19.5\%$ . That gave the screws more water to handle. Also, the tail cone (starting at the trailing edges of the fins) was streamlined some more and lengthened by  $\frac{1}{4}$ ". That further improved water flow to the six (2 x 3) screw blades. Next, it looked as if the screw first in line (turning left) was robbing the second one (turning right) of solid, not-foamed-up water. A brass  $\frac{1}{4}$ " spacer was put between the hubs. Each one of those modifications raised the Mark-2's speed. Now she crosses the 85' width of the pond in 14 to 19 seconds--depending on state of battery charge--which calculates to between  $\pm 2.65$  to  $\pm 3.61$  knots an hour. That may strike one as slow, but think of size. The Mark-2 is only 28.5" long. So in those 14 to 19 seconds the length has moved some 36 times--not too shabby for any model. Think of the "speed" of ants, or that of small as opposed to bigger birds. Perception is deception.

Still, the Mark-2 is unlikely to ever go as fast as the Mark-1s. The single screw and single shaft of the latter are a more pleasant, lighter task for the same Speed 400 motor. But, hey, the Mark-2 runs good 'n' straight. Veered only 4-5" to port over 85'. A spectator remarked that that's better than some riflemen shoot.

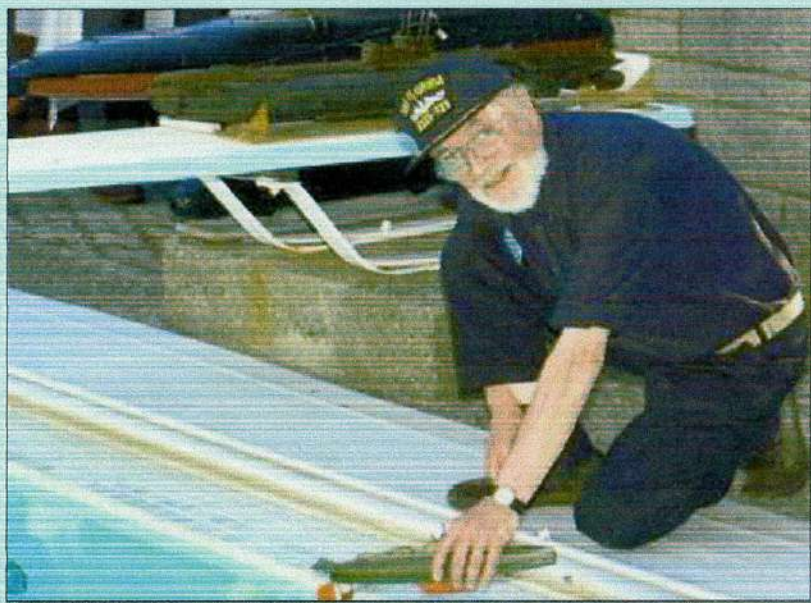
**For a first time, for next year/month, I have no topic ready. Help, please.**

An Interview with Vice-Admiral M. Bruce MacLean lurks in the offing, but that may not come about till the tail end of winter, or early in spring. In the meantime:

**MERRY CHRISTMAS  
HAPPY 2006**



**ROMANUS UNICUM**







**Why is there never a tugboat around when you need one? (Bob R. kindly rescues Ken S.'s model tug).**



From: "Bill Short" <Modelshipwright@sympatico.ca>

To: <SeawaysShipmodelingList@yahoo.com>

Sent: Tuesday, November 22, 2005 11:58 AM

Subject: SSL: Warships to Workboats Fall Issue

Hi folks,

The Modelshipwrights group has put together another great issue of W2W. The theme in this issue is wood. You have the chance to read about various woods that we can make use of in our hobby and how to mill it into usable sizes right from the tree.

An article on the saga of the Albert Baldwin presents an interesting look at this schooner and is liberally salted with archive photos. Book reviews and a couple of good tips round out this 'must read' issue.

To download your copy, go to:

[www.modelshipwrights.net](http://www.modelshipwrights.net)

Click on W2W and then on Download.

Regards,

Bill

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