



The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada

www.vmss.ca

NEW!



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

VMSS Auction

Len Gibbs R/C Model



LEN GIBBS

Len is a western Canadian artist well known for his unique style of high realism. His original paintings and drawings have been widely exhibited and nationally acclaimed. Len is usually at Harrison pond every Sunday running his Tally-ho submarine. He has donated this square rigged R/C sailboat (motorized) to be auctioned off and all the monies donated to the Victoria Model Shipbuilding Society.

There will be other items to be auctioned at a later date. Contact: Bill Andrews.



There were fifty-six boats on show this year— Great turnout.

The winner of the Public Choice award went to Rob Ross (above, receiving the trophy for the third time from Barry Fox), for his DE sans number.



Next Mark Giles, SeaHund and Len Gibbs' Elizabeth Ballantine.

A big thanks to Dave Denton for keeping track of all the models.

Bill Andrews

DUES?



Victoria Model Shipbuilding Society

January General Meeting: no minutes available.

Scott Munford, Secretary



2010 Executive Committee

President: Barry Fox	294-0350
Vice-Pres: Rob McDonough	598-4619
Secretary: Scott Munford	382-1673
Treasurer: Mike Creasy	888-4860
Show Coordinator: B. Andrews	479-2761
Binnacle Editor: Bill Sturrock	479-0239
Quartermaster: Bob Rainsford	383-2256
CRD Liaison: Rob McDonough	598-4619
Parks Liaison: Mike Claxton	479-6367
Sailing Director: David Cook	388-5994
Librarian: Dave Denton	478-1800
Publicity: Rob Ross	592-6866
Director at Large: Ken Ensor	deceased



DUES ARE DUE

RSVP

(Regular Sailors Volunteer Payment)

MODEL SHIPYARD

DAVE DENTON

Quality Fibreglas Hulls

TUG*SCHOONER*SLOOP*GILL NETTER

250 478-1800

BC Shaver & Hobbies

Garnet Rancier

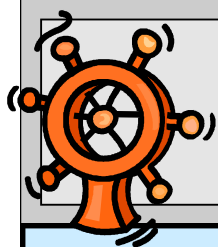
742 Fort St, Victoria BC V8W 1H2
(250) 383 0051
<http://www.bcshaver.com/>



Ship Kits & Accessories
Radio Control
Tools and Materiel



PLEASE SUPPORT OUR LOCAL ADVERTISERS



The Prez Says...

There is, at times unfortunately, a business side to the Club's operation that needs to be watched over.

Our Club is very fortunate to have some other good sources of income other than your membership fees to help us with our annual and special expenses. It is somewhat unusual for groups like ours to be paid (sometimes very well) for putting on displays other than a small honorarium. These few shows we do each year allow us to keep membership fees quite stable, without an increase, for many years.

However, to do a proper job, we need as many members as possible to commit to manning these events or it becomes either impossible to do them or we do a poor job.

At our most recent show at WestShore Mall we had a good turnout of members to answer questions and run their boats around our pond to entertain the mall patrons. But for some of our events we struggle to have what would even be considered a skeleton crew, and that skeleton crew tends to be the same people each time.

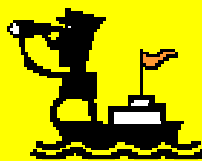
If the club is going to be able to maintain membership dues at the current level then we need to do a couple of more of these "paying" kinds of shows every year. That means that we have to have a good staffing level for each of them and that, in turn, means we need more of our members to commit to helping out.

So the next time you hear a call for help, please sign up and show up to help. If any of you would like to help more but find that transportation to and from the event is an issue, please let someone know and I am pretty sure we can arrange to get you there and home.

Winter, such as it is around here, looks to have mostly passed now. While much of the rest of our fellow modelers throughout the country have been confined to their workshops for the last few months (and many for a few months to come) we have the luxury of being able to get out almost

ON THE RADAR

INFORMATION ON UPCOMING EVENTS



Pirate School March 9-11 (tentative)



Meetings: Second Thursday 7:30-9:30
4050 Carey Road
Next is March 11, 2010



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



SAILING: 1st and 3rd Sundays 1 – 3 PM
Beaver Lake
Next is March 7th, 2010



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

whenever we want to use our boats. Other than being a thousand or more miles south of here, this is model boat heaven and it is sure nice to be able to use our boats anytime we want.

We are constantly looking for members with projects to share with us. Most of us learn something from every presentation that we see. So if you have a method of doing some piece of construction, some unique way of using your radio, a story about something you have done or just about any topic at all, let me know and we would like to get you on the schedule for one of our future meetings. I can't think of a single presentation we have had where I didn't learn something that I put to use at some point.

Sail on.

-Barry



THE SUB SUBJECT

TO DATE, I STILL LACK ALL THE ANSWERS I'VE sought for months about the USSR/Russian Foxtrot-Class submarine, but still like to end her saga this month.

The first time I laid eyes on her was some 12 years back, as she rounded Clover Point at the end of a tow by an ill-kept ocean-going tug, sporting a flag that I could not identify. First thought: the US Navy is moving one of its GUPPY targets away from the Nanoose Bay torpedo range to another base in Washington State.

By and by, through newspapers and TV broadcasts, I learned that she'd been bought from the Russian authorities by a syndicate that intended to display the Foxtrot in Vancouver, as close as possible to the Maritime Museum.

Events didn't quite work out as planned. The Vancouver Harbour Authority declined the syndicate moorage space, and as reported in earlier columns, she found a home of sorts along the New Westminster waterfront. No great success there.

Another and not very long stay in our Inner Harbour, near the Canoe Club Pub. From there it was off to Seattle ca. 2002. Now, until November 11, 2011 (as shareholder in the syndicate) she'll stay properly displayed in San Diego's harbor, as part of that city's maritime museum.

Over time, her various owners have made some changes since her time in New West. Now's she's renamed to B-39 Cobra and sports a red star on the port side of her turret.

More importantly to visitors: the deck's full length can be accessed, as can the tower and periscope. Also (something I's have appreciated) the plywood floor in the visitors' area of the



engine room has been lowered so that about the top 18" of the Diesels are now visible.



Other miscellany I learned from the museum's curator: the Russians had removed every foot of copper wire before sale to the syndicate; the one torpedo on board (which I's described as "a jewel") had been removed during her sojourn in Seattle, and replaced with something they'd cobbled in that city. No explanations offered. Maybe appropriated for their own museum?

(her first sight to visitors) looks shabby. Even for that the remedy is too costly. Current thinking to turn her 180° and display her starboard first. Not too inexpensive with regards to ready access. Beyond that, she may become an artificial reef. Yes, yes. Lots of divers would be underwater visitors, but imagine the cost entailed in making her safely accessible and the ecological clean-up she'd have to undergo—unless some serious subsidies were made available. Meanwhile, some vague hope exists that another party may step up to the plate for, perhaps use in forming a floating utility or private yacht harbor. No hands going up as yet.

In conclusion: the Canadian syndicate did an incredible job in acquiring the Foxtrot. Dealing with the then owners was, by all accounts, an incredibly difficult,

(Continued on page 5)



(Continued from page 4)

incredibly protracted and very, very costly task for which the group was fêted and celebrated, but there was an obvious flaw in their business plan from the start. First, the turn down by Vancouver and, next: the overestimated public interest in a chance to look at something out of the Cold War. It has surprised me as well—as well as it did the syndicate no doubt.

Next month? I don't know. It will have to wait until something crosses my mind or desk or both.



Romanus Unicum.

Appendix

Visitors to the San Diego's Museum's gift and souvenir shop will note a booklet on the shelves titled "Russian Cobra" with the "Cobra's "R" reversed as per the Cyrillic alphabet. The subtitle reads "Foxtrot-Class Submarine".

It's 36 pages gave the author (Joseph Allbeury) ample space for text about the boat—together with sidebars, offering all sorts of information about "Cobra" her specs, capacities, dozens of photos, *et cetera* and so forth which one might expect in such a specific publication.

The unexpected sets in with the details about the Soviet navy. The crews, their ranks, work schedules, menus and routines. Most of these items are further detailed and (some) illustrated and set out in schedules. One in specific that riveted my attention is in the navy's Russian titles for all from Commander down to shipmates/oilers. They are then first translated to pronounceable words and to English, as well—same goes for typical commands. De-

pending on one's personal interest in detail, they're worthy of study, and make one wonder on how is was all complied.

Should anyone wish to place an order, I can provide details. My estimated cost is about \$10US.



All photos (except above) compliments of: Walter O. Koenig
http://www.pbase.com/amoxtli/b39_soviet_submarine

DUES ARE DUE!

RSVP



Old Wood & Rusty Iron The Vexation of Flags –

by MIKE CREASY

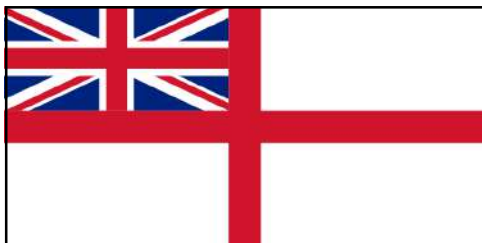


Do you have any flags on your fine model? Are they properly displayed? Not to worry; a little vexillology (the study of flags, of course) will help us find the problem.

Some background: flags were used on land well before there were any navies or yacht clubs looking for some way to use pieces of coloured cloth to impart information to friend and foe. Ancient warriors encased in protective armour found it useful to have some means of recognizing the enemy at a glance. Imagine a Monty Python sketch with a bunch of heavily wrapped fighters milling about in confusion while Michael Palin and John Cleese discuss who was wearing what!! (I thought Igor the Impaler was wearing his blue tunic today...)

Anyhow, flags have been used for many centuries. There is some archaeological evidence that flags were used in Iran over 5,000 years ago to mark the territory of local warlords and tribal chiefs. The vexillum (that little square flag hung from a pole) was used by the Romans to identify their legions as they marched into battle. Flags continued to be used through the middle ages, primarily to identify a religious or military affiliation. As the battles moved onto the water, ships began to carry flags too.

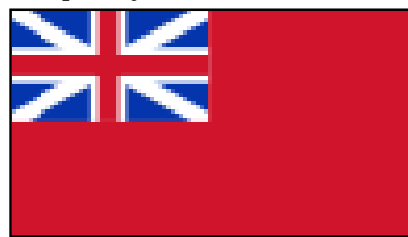
The place of honour - where the ship was steered and where the officers stood in varying states of confusion - was the stern, and so it was here that flags began to fly. In the early days, ship captains saw the need to communicate while under way, and signal flags were soon developed into a complex language (the VMSS' string of flags used at display events actually spells out "Welcome Aboard").



The use of flags aboard naval vessels probably reached its zenith in the mid-1800s, just before the introduction of steam power. The large navies of the time - Britain, France and Spain - regularly met in large fleet actions, with plenty of commerce raiding thrown in. Flags were used constantly, and a very complex set of rules evolved, rules which were generally followed by all combatants. The idea of "Battle Flags" came from the need for a larger flag to make

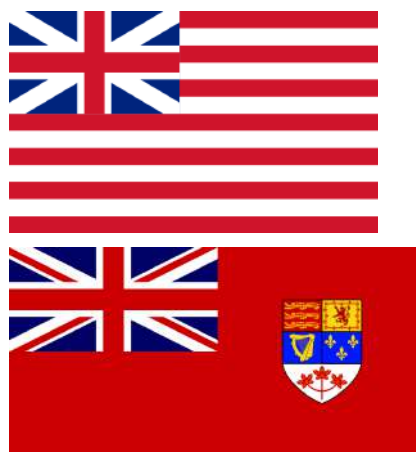
national identities clear during the battle. Ships would often hoist three or more national flags, since masts and rigging were regularly shot to pieces during battle. Flag etiquette held that if a ship were to lower her colours during battle, she was considered to have surrendered, and multiple flags helped prevent any misunderstanding. Once captured, a ship would fly the captor's flag above the surrendered flag at the stern. This Royal Navy Ensign was introduced in 1801 and remains in use today.

Other flags, such as a commissioning pennant, Admiral's rank flag, royal standard and various other flags are sometimes flown at the mainmast, usually on the port side. The starboard is reserved for the "courtesy flag" showing the country in whose waters the ship is sailing. A smaller flag, known as a "jack" is flown at the foremast when the ship is not under way. Depending on the country, this "jack" may be completely different from the national flag.



Signalling flags are usually flown on each side of the ship alongside the mainmast, on a dedicated signalling stay. Any fleet manoeuvring instructions would be executed at the moment the flags were pulled down.

By comparison, merchant ships fly a different version of the naval ensign, or the national flag, at the stern. House flags are generally flown at the mainmast, along with "courtesy" flags and signal flags, such as a request for a pilot. House flags may also be flown at the foremast while under way.



(Continued on page 7)

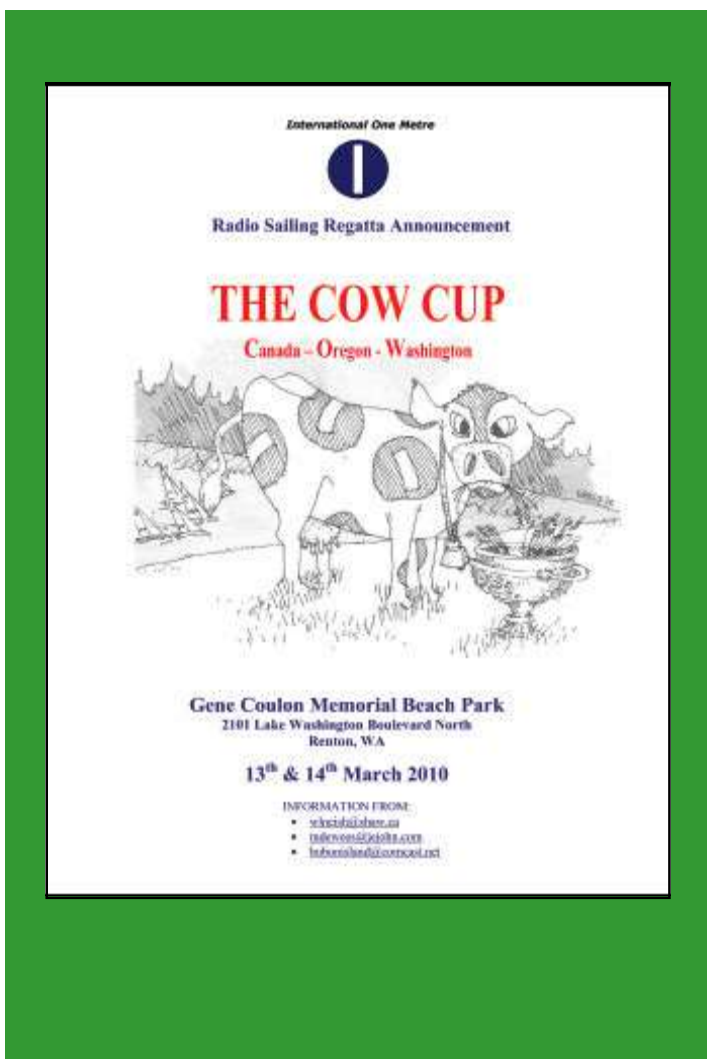
Canada, as might be expected of a British colony, began with an adaptation of the British flag. This plain red ensign flew over British North America from the time of the first settlers until about 1773, when a dispute over tea became a focal point for the American Revolution. The Americans went on to design their own, based on this East India Company flag, and using stars in place of the British Union flag inset. The Colony of Canada continued to use the plain red ensign until after Confederation, when the original Canadian coat of arms was added. In 1921, a new coat of arms was added, and this flag was flown from Canadian merchant ships until 1965. Canadian naval ships wore the white ensign, identical to the Royal Navy's flag. The Canadian Blue Ensign was worn as a jack, for use when the ship was moored. In the mid 1950s, Canadian warships began to fly the Canadian Red ensign at the masthead, in order to identify themselves as Canadian rather than British. Then, in 1965 all of these flags were replaced by the new red and white maple leaf, which is still in use today.

It would take many pages and pictures to adequately explain all the fine points of flag etiquette, but fortunately there are lots of reference sources available. Without question, a fine set of flags - correct for the time - are the crowning glory for any fine model and, if you do the research, it becomes much easier to tell the mall show "expert" that he's got it all wrong; your model is perfect!!

- 30 -

Bibliography

Flags, William Crampton, Bloomsbury Books, 1959
 The Story of Canada's Flag, George F. G. Stanley, McGraw-Hill Ryerson, 1965
 Chapman Quick Reference to Nautical Flags, Hearst Books, 2006



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 (three) entries** per person.
4. **Deadline November 15th, 2010.**
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 2011. **Questions:** email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!



VMSS Sailing Report

We've had a good turnout for the last 3 weeks with 6, 10 and 8 boats each time. IOM Sailors are getting as much practice time in as we can in preparation for the first All-Islands Spring Series which is at Beaver Lake on Sunday, February 28th.

On Sunday March 7th will be the first of a 6 event VMSS Club Championship FUN Series which will also be held at Beaver Lake with a 12 o'clock on-water start time so arrive around 11 to give yourself enough time to rig and tune your boat. The handicap system I shared with you late last year will be used. This series is open to any RC sailboat regardless of type, size and bow-bumper or not. Boats will all start together for the first race and as you win races, you'll start a 5, 10 or 15 seconds later. In theory everyone should finish closer together and it will be more challenging for everyone. This was **Dave Denton's** idea so Dave please get one of your sailboats working and please bring that **Ken Ensor** with you!



Jan Schmidt



Barry Fox

Photos by David Cook

VMSS Website Update

Check out our new website at vmss.ca Thanks to VMSS member and IOM sailor **Steve Meredith** who has volunteered many hours to get the website to where it is now. We've posted some photos and there's more to come shortly. If you have a boat photo you'd like to submit, please send it to **David Cook** at captcook@telus.net and please provide a brief caption describing what type, size and who built the boat and any other info you might like to include.

The website has a Part & Boats For Sale/Wanted section so please let either Barry, David or Steve know what you've got to flog or want. In due time there will also be a forum so stay tuned.

Cheers

David Cook



HMS VICTORY Rolling broadside

Hi everybody, maybe you have already seen it - if so - sorry. Make sure the sound is on, but maybe not too much, at least for the first watching! Impressive, particularly as it is reported that the total weight of gunpowder used in this demo was less than that normally used to fire one 32 pound cannon ball. No wonder so many were deaf after Trafalgar.

<http://www.youtube.com/watch?v=L2WdU3Zkeig>

Her Majesty's Ship Victory is the only surviving naval warship that represents the skill of naval dockyard shipwrights, ship designers and the industrial ability of Britain during the mid 18th century.

More than this the Victory is equally a classic example of warship construction techniques used by all maritime powers of that period including Denmark, France, Holland and Spain, also the lesser naval powers of Russia, Naples, Sweden and Turkey.

Besides her historic role serving as Admiral Lord Nelson's flagship at the battle of Trafalgar, the Victory stands in the line of technical advances made between the 16th century Tudor warship Mary Rose, the Victorian built iron warship Warrior of the mid 19th century and the steel built monitor M33 of the early 20 century.

Simply just a manoeuvrable floating weapons platform, the Victory is likewise historically comparable with the modern naval warships of the 21st century.

Use this website to delve into Victory's amazing history and find out more about her unique place in maritime heritage.

-submitted by Alex James



The Next Ship

An excellent show at WestShore Mall everyone, thanks for the help, it made for a great experience. Did you see that destroyer of Dave Taylors ?

It gave me such inspirations. Simplicity with a really nice overall look. I went home with thoughts of getting his plan and blowing it up to 4 feet. Then I thought why don't I look in the club collection of plans, and presto I found plans for the H.M.C.S. Haida. For those of us that weren't navy brats on this coast, we had a couple Destroyers home based at Esquimalt (Haida, Sioux, and others) that were engaged in the Korean War. They had a habit of cruising along the coast of North Korea and if a train should be coming by it would be blown off the tracks, there by entering the exclusive Train Busters Club, much to the joy of us back home.

So I looked at these plans, they looked very thorough and at the same time simple, and then I spotted it ...Model boat plans, joy joy joy, and it's four feet long. On Wed afternoon I went to Home Depot and bought \$10 worth of 4 foot cedar fencing and planed it down to 1/4 inch (cheaper than \$50 worth of balsa)

Thursday and Friday I built the hull, using the **Glen Guest** method, really fast Friday evening I finish-sanded the hull. Saturday I fitted the decks and sanded the sheer line, and tried it in the water: it floats deeper than Balsa. I talked with **Ken Ensor** and it was decided to leave the bottom flat rather than put dead-rise on it as this would have had the effect of subtracting buoyancy. Saturday night I fitted the shafts and installed the motors. Sunday morning I put in the rudders, very confined space. Sunday noon I had to stop work to write this article. The project is looking real good so far, you will see it at the meeting, boy am I stoked with this system.

Happy Trails.

Dave Denton





KEN ENSOR 1936-2010

Ken Ensor will not be at the lake on Wednesdayevermore.

We got a cold splash of reality on Monday morning, Donna phoned us and said that Ken had passed away in the night. She shared the details of his last moments with us.

It has taken all day to understand what this means to us boaters, and this goes to show how much he did for us, and how our lives are so intertwined.

He went out the way he wished, no long suffering, helping me with some design problems only hours before. I could say so much more, but no. So long Ken, our good and faithful friend, we will miss you.

Dave Denton

Casting a Model Boat Propeller

by

Ken Ensor VMSS

This article outlines a method of building a jig to produce a planked plug and a core box for casting a 3 bladed propeller. This method is completely general and can be employed to produce any size propeller. The only tools required are a pencil, ruler, compass and protractor.

1. Building the Jig

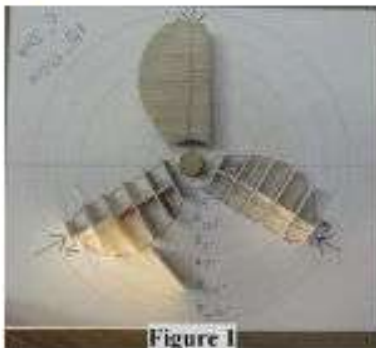


Figure 1

Jig employed to construct a plug for casting a 6", 1 1/2" pitch 3-bladed propeller. The sections are spaced 1/4" apart in concentric circles. It is only necessary to plank one platform.

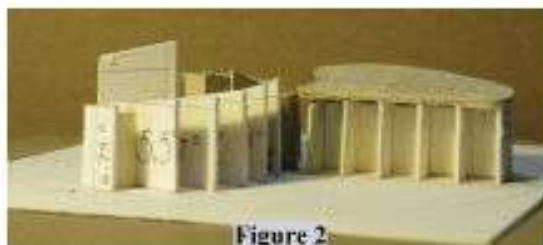


Figure 2

Side view of the jig showing the angle of elevations each section. The angles from the hub to the tip of the propeller range from 26 deg to 4.75 deg

The above page 1 of a technical article recently written by **Ken Ensor**, will be published in full in the March issue of The Binnacle. [Thanks to Jim Briante. Ed.]

