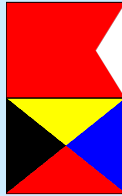
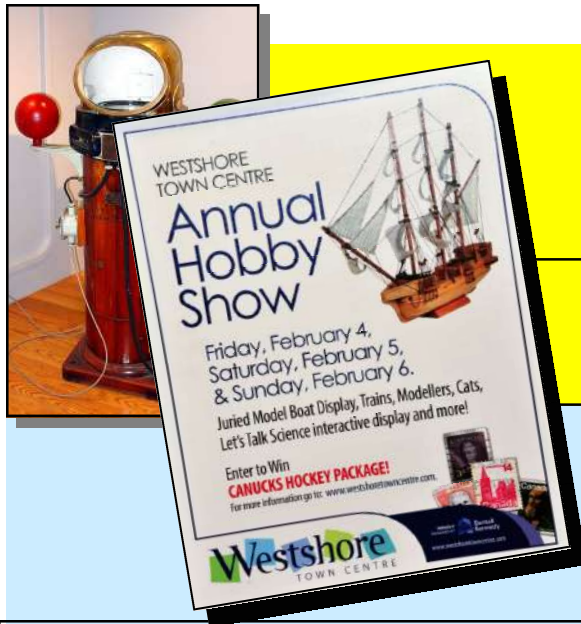


The Binnacle

Victoria Model Ship-
building Society
Victoria BC Canada



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters



Modellers' Choice 2011 Winners

First: Al Mason BMM: Lloyd B. Gore



Second: Al Mason BAAM: Northern Dawn



Third: Dick Gill VMSS: Kyuquot



All photos by Mike Claxton, except above
by Bill Andrews

Peoples' Choice 2011 Winners

First: Bill Andrews VMSS: Heatherton



Second: Mike Claxton VMSS: Chilula



Third: Craig Paterson VMSS: Zulu



Victoria Model Shipbuilding Society

Victoria Model Shipbuilding Society

General Meeting – January 13, 2011



Call to order: 7:45 pm (28 members and 2 guests in attendance)

1. Welcome: Guests included **Ron Turner & Jim Blackwood**.
2. Outreach: **Bill Andrews** reported that **Doug Allen** is not doing well.
3. Club Finances: **Mike Creasy** stated that the only major change in our financial position was the cost of the Christmas Social. The total cost was \$1697 with \$1061 in ticket sales.
4. Upcoming Events: The Westshore Hobby Show takes place from February 4th to the 6th. There are still plenty of spaces for volunteers to sign-up. This year, if you would like your model to be considered for 'Public Choice' & 'Modellers Choice', a \$2 entry fee per ship will be charged. This is to cover the cost of the awards.
5. Open Forum: **Barry Fox** asked if anyone left a raincoat behind at the Powell Cup. He also informed us that at the next meeting, there would be an auction for a 'Star 45' sailboat. At the meeting in March, **Jack Plummer's** Esso Oil Tanker will be auctioned off as well.
6. Show & Tell: **Pascal Smyth** had a miniature steam boat, **Rob Ross** showed us his German Schnell boat and **James Cox** had a small sailboat.
7. Adjourn business portion & break
8. After the break, **Bob Rainsford** won the 50/50 and **Miller Smith** won a small vice. The guest speaker for the night was **Jim Blackwood** from **JB's Paint & Body Supplies**. He discussed various types of paint and ways to apply them.

Respectfully Submitted

Scott Munford, Secretary

2011 Executive Committee

President: Barry Fox	294-0350
Vice-Pres: Rob Ross	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: Robb McDonough	598-4619
Parks Liaison: Mike Claxton	479-6367
Sailing Director: David Cook	388-5994
Librarian: Dave Denton (Plans)	478-1800
Librarian: Don Meyer (Books)	381-3356
Publicity: Ron Armstrong	385-9552
Director@Large: Dave Denton	592-6866

All above (250) area code



MODEL SHIPYARD

DAVE DENTON

Quality Fibreglas Hulls

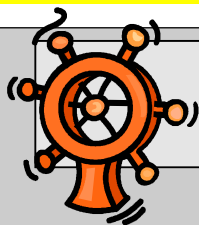
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The Prez Says...

Prez Says

Our first big show of the year is just behind us now and it worked well on many fronts. The mall has pretty well all of the retail spaces filled now which draws more people out to shop, we still have one of the prime spots to set up in, we had a good turnout of a lot of different boats and we had very good support from club members to man the exhibit through all of the time slots. **Well done in every way.**



Next up, other than our regular sail days, we have a sailing regatta at the end of February.

For quite a few years, the club has followed a pretty standard meeting format. That has been a short business section of the meeting (mostly a one sided affair informing the general membership of what the Executive has been doing or has decided), a time for some show and tell from members who have a project on the go and then someone specific to talk to us about some part of building, finishing or using our models.

The hard part to organize out of all that is the last part. It is amazingly difficult to keep coming up with someone new to talk about something fresh. That finding someone has fallen on the shoulders of the Executive. And, we're running out of ideas and contacts. At our last meeting we discussed how our meetings are configured and have decided to try a different approach to see if we can generate some more help and interest for each group of modelers.

We have arranged for someone to share some building expertise with us for the February meeting but for March we are going to use that presentation time to break up into smaller groups and talk through things or problems that people are having that may apply to only certain groups of members. We haven't exactly decided what the groups will look like but there will likely be at least one for sailing folks and one for power boat users. They will not be little, closed shop, kinds of groups and everyone is welcome to maybe tour around and find out what is being discussed and pick the brains of each of the groups.

We'll likely try to do this every other month and still look for expert presenters (many of our own club members are easily some of those experts) for the in between months. Maybe a bit more variety will come out of all that. It is hoped that some of these group sessions will discover topics that would be of more general



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

27 February IOM: 'Frosty Fever' 10AM, Beaver Lake



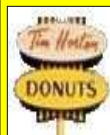
Meetings: Second Thursday 7:30-9:30
4050 Carey Road
Next is: March 10th, 2011



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 February 20th, 2011



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

interest and lead us to presenters for the months when that will be the focus.

We also want to bring a little more of the club's business back to the general membership so that the Executive are not the only ones figuring out what we should be doing or how we should solve things as they come up. But, the intent is not to make the meetings all business and abandon the good sharing and presentations that we have now.

An observation that is pretty apparent if you look around the club is that there is a lot of building going on right now. There are maybe more boats in various stages of completion right now than there have been for the last few years. That probably will account for the great meeting turnout and the good turnout at the mall display. Activity causes activity, a great process.

See you at the water's edge soon.

-Barry



THE SUB SUBJECT

AS MENTIONED AT THE END OF LAST MONTH'S column, some changes in the intended column topics have now become necessary. Research (reading) of the CIA's raising of the Soviets K-129 Golf-II has taken on far more scope than expected, and boiling it down to one or two "Sub Subjects" is more daunting still. Therefore, it was decided to stay within VMSS territory, and have a go at the Tally-Ho model, by **Len Gibbs**.

HMS Tally-Ho's prototype was built and launched by Vickers Barrow, late during WW II. Her name by the way, was Churchill's personal choice. She was one of 29 T-Class contracts awarded to and completed by Vickers.

According to Jane's, she measured 274 l.o.a. by a 26.5' beam. Including officers, her complement numbered 60.

Len ordered her plans from the UK's Naval Museum at Greenwich, and had then photo-reduced to a workable length of about 4½'. Hence her approximate scale is about 3/16th the foot, i.e.

1:60th—give or take.

In the RN, budgets permitting, ships were well maintained and regularly refitted. The only visual changes from the original build were the streamlined gun emplacement shield ahead and below the bridge, and the snorkel mast.. That's how Len found her when he served in her for about two years when he had reached his early twenties. And that is the configuration he adopted for the model.

Len's modeller's career was heavily influenced by his father's position with CPR. Therefore, the urge to follow his need to build soon took him into model rail roading, while his artistic talents

came to full life in the elaborate layouts and landscapes that back grounded the trains. After some years, though, he found the model train hobby a sort of lonesome life, and switched to model airplanes—this after he'd built and flown his 1:1 scale home-built in Edmonton. Storing, maintaining and inspection got to Len. So he sold it, and started building model aircraft.

By and by, however, the speed of the models and his diminishing eyesight made him look a what the VMSS people were doing at HMYP—within spitting distance of his domicile. He talked to the late **Orv Wilson** who recommended a tug. ("with a tug you can DO things, Len.").

So Len whipped up the Heatherton, an RCN ship, based in Halifax. On its first presentation at the CanWest [now WestShore] show, she won first prize. A good start, and good training toward working with GRP. Meanwhile, a working submarine



HMS Tally-Ho

model was always on his mind. But not for long.

Reduced plans in hand, he started the "plug" for the sub's hull *circa* mid November, 1994. Len followed the traditional modeller's course: cut the relevant stations out of cardboard, spaced them on a wooden stick (the keel) and billed out the accurate shape(s) with blue Styrofoam. Coats upon coats of Bondo sanded with finer and finer grits of sandpaper then followed. Now: "engraving" the plug with all the details shown on the plan was something else. But it all came together. A wooden box would hold the so-called plug, i.e. the "positive". For that,

(Continued on page 5)

(Continued from page 4)

after using the necessary wax, he cast a “negative” — all Bondo again. Some warping had to be battled. Still the then upper and lower halves of the three-layered GRP hull came out as if they had been store-bought.

Then Len learned the hard way that interior space for the model’s guts was at a premium. He kicked himself no end for not cheating on the lower half’s depth. Just ¼” would have done the trick. Anyway, despite knuckle rash and painful fingers and hands...it all worked out well.

In the meantime, Len had left nothing to chance. He’d ordered all the anticipated needs: an Ace Nautical Commander (which he expanded and otherwise modified) two motors, a speed control, and so on and so forth. He wanted the battery, gas ballast tank and “engine room” all in the dry. That made for a pretty major pressure hull but, again, conquering problems had become rather routine. As one could imagine, Tally-Ho was given a paint job like few paint jobs. Weathered, of course.

Despite literally dozens of tub tests, the near-finished model proved to be quite stubborn. She leaked, and had a most inelegant way of diving and surfacing (wobbling and twisting and now stern up first, then bow first). It took time and high-impact determination to tame the shrew. Everything got in the way. By the end, though, the struggles paid off. Most of her eccentricities were deep-sixed, and Len ran the boat almost every Sunday from December 1995 ‘till May 2010. That roughly calculates to some 200 hours of “active” service, while Len’s building and testing time approached more like 1,000 hours. Add to that his annual, in-depth refits....

The only “fantasy” sported by Tally-Ho was a cork and lever operated figurine of the commander. He came up with surfacing and the other thing for dives.

Two anecdotes: one summer Sunday the Pond’s water was exceptionally murky. The model did not come up. I donned my hip waders, while Len ran home to get his. Just as he got back to HMYP, my right foot had hit the model. Freed from whatever had held her, she surfaced as if nothing had happened. Len never put on his second hip wader. Then on another occasion, a seagull saw Tally-Ho as an attractive perch. The gull set down near the stern—smack on the button that released the upper half of the hull. Both

halves stayed afloat, but it took us a while to figure what was going on. The bottom half kept course, but the top half (gull gone) veered to starboard. Nice and level—in great disdain for the thing that forced her to come along on dives.



In closing, it is to be emphasized that Len’s refits sometimes approached rebuilds. He too every thing apart. Replacing ALL of the wiring. Replaced servos at the drop of a hat, and sometimes the two motors as well. In addition, repairs to the details on the super-

structure and repainting were also part of the routine. The RN would have been proud of what they did with their Tally-Ho the Malta base.

As a footnote, the Tally-Ho model now takes pride of place at the Equimalt naval & Military Museum. Len had mentioned his intention and his Wife, Elizabeth, helped by **Bill Andrews**, saw to it that it got to where it went. [see November 2010 Binnacle]

For next month, the Sub Subject should cover the first of two parts about the CIA’s raising part of the Soviet sub, K-129. If still more info is needed, the dots and tees in the September ‘10 column will be handled and, down the pike, the perennial U-25 (**Jack Plummer-Jim Cox**) saga will see print.

Till then...No, no can’t afford to just spin my gears.

Romanus Unicum

(Inspired by **Len Gibbs**)



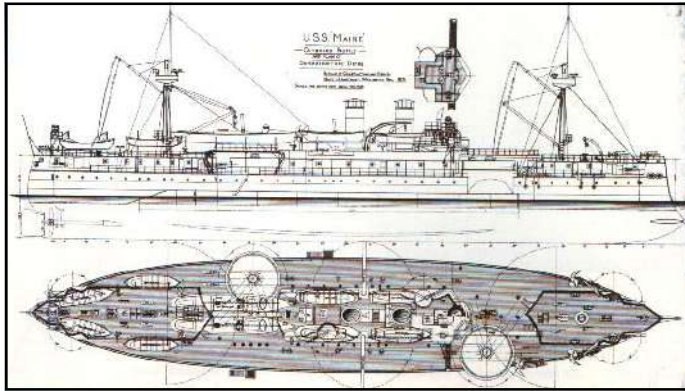
Old Wood and Rusty Iron

Remember the Maine

- by Mike Creasy



You may have heard the phrase "Remember the Maine", especially if you've read any American history. The **USS MAINE** was a 6,600 ton armored cruiser of the pre-dreadnought era, launched in 1890. The coal-fired Maine sported 10" guns and could make 16 knots - already slow by the standards of the day.



On February 15, 1898 she blew up and sank while at anchor in Havana, Cuba. The reason for the sinking was unknown, and early messages from her Captain to US Navy HQ make no mention of suspicious circumstances. In fact, Captain Sigsbee pointed out that local Spanish authorities had been most helpful during the aftermath, and requested that speculation as to cause should be avoided. Good advice, carefully disregarded!

The **MAINE** had been sent to Cuba to "protect" American interests, after Cubans had begun to rise up against their Spanish colonial rulers. The Spanish had reacted to the uprisings with brutality, sending hundreds of thousands of Cubans to concentrations camps and executing thousands more. At the same time their colony in the Philippines had begun to rebel, putting the squeeze on a declining Spanish monarchy.

Stories out of Cuba were full of grim details about how the overbearing Spanish rulers were abusing the civilian population, along with tales of how the Cuban insurgents were growing in strength throughout the island.

In America, popular opinion generally favored the insurgent side in keeping with the Monroe Doctrine of 1823, which has defined American foreign policy ever since. Briefly, President Monroe and Secretary of State John Quincy Adams devised a policy which defined the Western Hemisphere as American territory - no "foreign" powers welcome. Within the West, the American saw it as their mandate to spread Anglo-Saxon civilization amongst the backward races (I'm not making this up!).

By the time of the Cuban rebellion in the 1890s, America had been through the Mexican War (after American annexation of Texas) and then their very own Civil War. Small wars with various Indian tribes continued after the Civil War, as America expanded westwards towards the Pacific. The Oregon Territory was acquired by treaty from a disinterested British Government in 1846, and the Alaska Territory was purchased from Russia in 1867. The Indian Wars pretty well ended with the 1890 slaughter at Wounded Knee, leaving a large military establishment without an opponent.

Theodore Roosevelt was Assistant Secretary of the Navy when the **MAINE** blew up. TR and his circle of powerful friends were keen to prove the superiority of America, especially so close to America's back doorstep. There was little doubt amongst this group that America should intervene to save the Cubans from their colonial masters. There was limited support for American action - after all, this was a civil war in another country and the insurgent rebels looked to be gaining ground, so why risk American lives? But then the **MAINE** blew up, and it just had to be the result of a Spanish attack!

(Continued on page 7)

America immediately began a major re-armament campaign to include new Naval battleships and expanded Army units. By 1898, the Americans were ready to launch an attack on Spanish colonies in the Caribbean (Cuba and Puerto Rico) as well as the Pacific (Philippines and Guam). The war lasted only 4 months, ending in a resounding defeat for the Spanish and a continuation of American expansion, leading almost immediately to the Philippine-American war in which over 300,000 Filipino civilians died - a story for another day.

If you were wondering about the cause of **MAINE'S** sinking? American Admiral Hyman Rickover was wondering too. In 1974 he commissioned a private investigation, which concluded that spontaneous combustion in a coal bunker had set off one of the forward magazines. In other words, it was an accident.

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<http://www.pelicanpassage.com/pages/scenes/ny2011/nyharbor12.html>

Thanks to **Mike Claxton**



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" (important!)
3. Model ships and related topics only, please. **Limit of 3 (three) entries** per person.
4. **Deadline November 15th, 2011.**
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!!



Shelbourne Shipyard

Having worked feverishly the past two weeks to get the 'Happy Hunter' in some kind of decent shape to make an appearance at the Hobby Show, I can say it was a success, if you declare success as not sinking. The rest of it I consider a chance to work out the bugs.

Prior to making the ride to the show, I tested everything on the table and it was perfect. Drop it in the tub for a water test, and my foghorn wouldn't work. Eventually removed it and wired it up directly. Still wouldn't work. How can walking 25ft break it? Oh well, just order another one. At least the hull appeared to be water-tight. I did discover it is going to take a ton of ballast, figuratively of course, to get it down to the waterline.

Back to the show, I discovered several areas in which improvements are required and some minor repairs are needed as I tried to make those improvements at the show instead of back at the Shipyard. Without the timeline of an impending show hanging over me like the Sword of Damocles, I can take my time and do it the right way. I know I probably did some things in haste to get ready for the show. Lesson learned, at least until the next time.

Scott Munford
Yard Master



Westshore
TOWN CENTRE

DUES 'R DUE!

RSVP

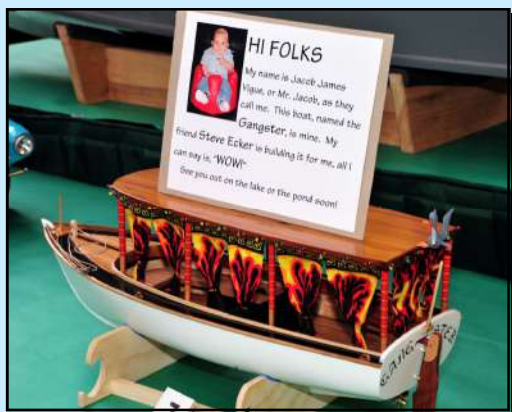
(Regular Sailors Volunteer Payment)



Barbie Dolls



River Dredge



Gangster



Subs and Cruisers



Der Schnell Boot

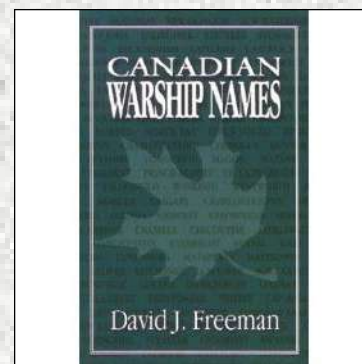


Northern Dawn

"Captin's Corner"---- Ron Armstrong



**"Canadian Warship Names" by David Freeman
Vanwell Publishing Ltd. Ontario 2000**



This is the book, available in the public library, some members could've used when selecting a model for "The Salute". As retired Admiral John Anderson says in the foreword, it "is a comprehensive listing of names used in the RCN and the Canadian Navy which will serve as an excellent reference...." Indeed, the book shows just how complex is the process of naming ships, drawing upon history, geography, and politics to make the final choice.


While no vessel specifications are given---see Ken McPherson's definitive "The Ships of the Canadian Navy" for those---it is valuable to see the progress of our Navy from colonial imitator to national expression. Sometimes names were switched due to the importance of type. The pre-war minesweeper "Nootka" surrendered her name to the Tribal class destroyer. A Second World War River class frigate became "Beacon Hill" because "Victoria" aroused memories in the Royal Navy of a peacetime disaster -- in 1888! On the other hand the RN gave up the name "Vancouver" for an "S" class destroyer we bought from its fleet. The honour was doubled when the other destroyer was re-named "Vimy" for the great battle so important to our history.

The author---a retired Lt. Commander himself whose father and uncle also served---reveals little known naval practice. At one time all bases and stations were considered ships, with personnel drafted "aboard", accommodated, fed and paid accordingly. He gives the origin of "Naden" --- a corruption of a river name and the people who lived by it in Haida Gwaii. At one time commanding officers of ships were referred to by the vessel's name. Thus it was necessary to apply the prefix "HMCS" to differentiate ship from officer. Freeman does not say which is correct in the present debate over how to note a Navy ship. My bias is always "The Winnipeg" or "HMCS Winnipeg", not "The HMCS....." ("The Her"?). Lt. Commander Freeman lets the semantic feud rage on.

Well illustrated (many photos unseen before) and cross indexed, it is a superb guide for both historians and ship modelers. It shows just how large and diverse our Navy has been, from harbour defence craft to aircraft carriers. Really quite remarkable for a nation that is still only 30 million strong. The 100th Anniversary last year was a fitting tribute!

---30---

The Submarine Saga



Monday morning, after the hobby show, wasn't that a good event? Got home tired last night, too shell shocked to write this article, got up fresh this morning, get a start on it. The collection of boats that Al Martin of Burnaby brought over was truly magnificent, any other words just sort of ring hollow. Our fellas had some mighty fine stuff there too.

My submarine seems to have a curse on it, every time I take it out something else stymies my attempts to have any kind of success. I now have enough failures to

create a checklist for the night before, maybe this Wed. all the stars will align and the sub will be successful.

I am starting a model of the Sicamous and am taking photos of it every step of the way, and writing a book at the same time to explain how to do it to a novice. It includes scale, lines plan, cutting frames, planking, propulsion, batteries and radio, housework and finishing. I hope it will be a help to novices.

See you at the meeting.

Dave Denton

