



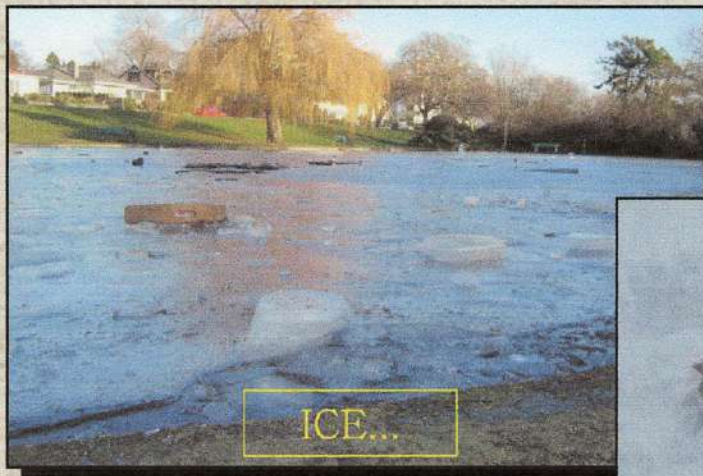
The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss@shaw.ca
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

HAPPY NEW YEAR AND HAPPY BOATING in 2009!



ICE...

Photo by Mike Woodley



NICE...

Photo by Ernie Reid



STUCK...

Photo by Mike Claxton



RECOVERED!

Photo by Mike Woodley

Victoria Model Shipbuilding Society

Christmas Social – December 11, 2008

Call to order: 7:30 pm

Present: Approximately 50 members and guests attending

Dave Taylor welcomed everyone attending tonight's function. It was a good year for the boat club and next year will be as well. We had three new members join that evening.

Dave Denton presented the following awards:

Most Spectacular Crash – Mark Giles

Longest Boat – Ken Ensor

Largest Feather in Prop – Ernest Reid

Best Docking – Mike Claxton

Sweetest Looking Tug – Bob Rainsford

Strongest Tug – Dave Denton

Most Manoeuvrable – Mike Claxton

Denton Cup – Bob Rainsford

Powell Cup (Tie) – Dave Taylor & Jenny Taylor

Photo Contest – Mike Claxton

Dave Taylor presented the President's Cup this year to **Bill Andrews**.

Dave thanked the wives for their hard work in organizing the incredible spread of food and started to direct tables to eat.

Rest of the evening was spent enjoying good food and good company.

Respectfully Submitted
Scott Munford, Secretary

2009 Executive Committee

President: David Taylor	652-6480
Vice-Pres: Ken Ensor	478-6884
Secretary: Scott Munford	382-1673
Treasurer: Mike Creasy	965-6487
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	388-5954
Librarian: Dave Denton	478-1800
*Publicity: Rob Ross	592-6866
Director at Large: Barry Fox	294-0350
<i>*new</i>	<i>All above (250) area code</i>



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ON THE RADAR

INFORMATION ON UPCOMING EVENTS

30,31 Jan, 1 Feb: WestShore Mall Hobby Show



MEETINGS: Second Thursday 7:30-9:30
313 Brunswick Place
Next is February 12th, 2009!



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



SAILING: 1st and 3rd Sundays 1 – 3 PM
Beaver Lake
Next is January 18th, 2009!



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

NOTICE!
2009 DUES ARE DUE
\$35.00
CASH, CHEQUE OR
GOLD BULLION
WILL BE ACCEPTED
by
Treasurer
MIKE CREASY



From the Bridge

Hi Shipmates

A Happy & Constructive New Year to you all.

Once again we start the year with our first show at the **Westshore Mall** at the end of the month, **Jan 29th to Feb 1st**. As usual **Bill Andrews** will be our co-ordinator for this event and will be collecting names for manning the display during the show. If you cannot make the meeting please call him to add your name to the list. He will also be organising the boats for the display and we are looking for a good variation of types of models to show.



Show Coordinator

I thought that the Christmas Socials was very well organised by the members of the Executive and the spread organised by Ladies did the club proud. Thank you to you all.

Thanks

Dave T

Contributions to the Binnacle are welcomed.
Deadline for submissions: Sunday before the monthly meeting. Editor: vmss@shaw.ca



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 entries per person.
4. **Deadline November 15th, 2009.**
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 2010. Questions: email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!

The Sub Subject KRIEGMARINE G7e MODEL TORPEDOS

EPILOGUE

IN THE CLOSING SENTENCE OF the last part (Part V) of the reprinted "Torpedo Models" article — first published in the June 2008 The Subcommittee Report — the closing words "...don't hold your breath" turned out to be prophesy of serious proportions. Two years ago, I couldn't have foreseen the grief and tribulations while trying to implement the seven intended modifications. Matters went from not too good to much worse. The experience to date so reminds me of a Manitoba farmer's advice to a nephew: "If it ain't broke, son, don't fix it." Those words should have become a battle cry with compulsory repetition every 10 working minutes. But I didn't.

Instead, I ran out to Industrial Plastics on Quadra and ordered Lexan tubing for the bodies for copies of what were to become the MK-2i's. Two for the Molch and another pair for a yet-to-be-built (but smaller than Molch) midget submarine.

While waiting for the Lexan order to come in (some six months passed with armfuls of setbacks during the wait), I disassembled the MK-2 prototype. Such procedure caused a short to make **Dave Denton** wince. It burned all the wiring faster than I could cut a battery pack lead. Next: the Lexan tubing did not sweetly slide into body's Lexan tubing. Turned out that plexi and Lexan diameters vary by about 1/32nd". Eventually all was solved. **Mike Nicklin**, the manager, made up for my patience. He took back the plexi, gave me extra Lexan, adjusted the price and cut the Lexan to my specified length. All was solved. I went back to work, but not for long.

My given lengths for the pressure hulls proved to be too short, because the doubled battery packs were 1/4" longer than twice the originals. But that bit of grief, so it seemed, could be conquered by reducing the thickness of the three bulkheads, i.e. two end caps and the divider between motor and batteries. But **Greg Sharpe** had a more practical idea. He suggested that the linear motor-switches-breaker-U-joint platform could be shortened by placing the circuit breaker back and up on a (new)

support above the front end of the impact-operated "off" switch. Why had I overlooked that? Answer: too many boulders had hit my head and, combined with daily doses of sherry, had dulled my erstwhile problem-solving proclivity.

All right. Many a time-consuming stumbling block (?) had been averted — not to say solved. Then something hitherto overlooked cropped up: buoyancy.

Shortening the MK-2's body to get closer to the intended 1:11 scale, combined with doubling the battery pack's weight, showed that the temporarily slapped together torp nearly sank in a bathtub flotation test. Whoooopee.

The only dietable part of the torp was the warhead. I'd ballasted it, gradually...meticulously, with about four oz. of wheel balance weights. All that done, the MK-2 unimproved prototype had skimmed H.M.Y.P.'s surface beautifully. Level, low enough for the screws to bite, yet high enough to leave a visible wake. That experience then made me pur in epoxy. Nothing would shift that ballst ever. All had set like concrete or amber. Now, for the MK-2i, it had to come out. No way. I'd have to drill it out, or cut the warhead in half and hope that the lead-epoxy "amalgam" could then be encouraged to let go from its GRP shell. That was a maybe. **Len Gibbs** agreed that a start from scratch would be the lesser evil. He whipped up a fresh shell in quick order, and it is now awaiting transfer of the male plate of the bayonet coupling, the foam rubber tip and fresh coats of aerosol-canned Plasti Dip. Hopes go that all this will not turn too sour. But now writing and thinking in overdrive, I'm about to change plans again. Drastically.

The magnetic "on" and impact-activated "off" switches do work, but the "on" business is awkward. An extra magnet to still the torp's motor during hook up is needed, and most of us have just two hands. Then, the "off" device is finicky. If it were built in an engineering shop, it could be the cat's meow. Absent such a facility and skill, however, it is unlikely to improve to a proper reliability status. Further, it takes in so many parts. My current quite recent thought are to revert to the MK-1 mechanical switches, but much improved now that I've gained a new appreciation of what foam rubber

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cushioning could be for the "off" switch — provided that the warhead hits the pond's wall or any target at a near 90 degree angle. Those "on" / "off" ideas lead to revisiting the K.I.S.S principle. Going back to mechanical switches will add two more hull penetrations again, but it also opens up the possibility of eliminating the pressure hull and dropping the "wet" hull design.

Going that route, the only possibly leak-affected items in the "dry" hull would be motor and battery — neither one as shy of water as electronics. It's worth a try. Potentially it would bypass many hurdles, and yield better results. Yes, I will report in the fullness of time.

Reading all this will lead readers to suspect me of long subdued levels of incompetence. And, yes, the torpedo grief has led me right close to the brink. Fortunately, I can't feel too lonesome after reading numerous books on the prototypes of several war-going nations.

Before and during WWII, the Kriegsmarine and the U.S. Navy experienced enormous grief with torpedo manufacturing. And their grief was remarkably similar.

Neither the German nor American torpedos paid much mind to the sub-commander ordered depth settings. Some porpoised; others went clear under a target ship. But worse: many were well aimed and thunked a target's hull, but didn't explode at all, or way too soon. All this while acoustic and magnetic triggering was brought out. Worse, some torps took a course leading right back to the sub that had launched them. Both sides (not the Japanese) lost critical and unrecapturable time during 1940-1942. But a court-martial here, firings, demotions and reorganizations elsewhere did the trick. Sub crews were no longer risking their skins for naught.

For February, I hope to have a review of The Submarine by Thomas Parrish ready. The 517-page tome was a gift from Messrs. Andrews and Creasy.



Romanus Unicum



Britain launches massive sub that can hear a ship from across the Atlantic.



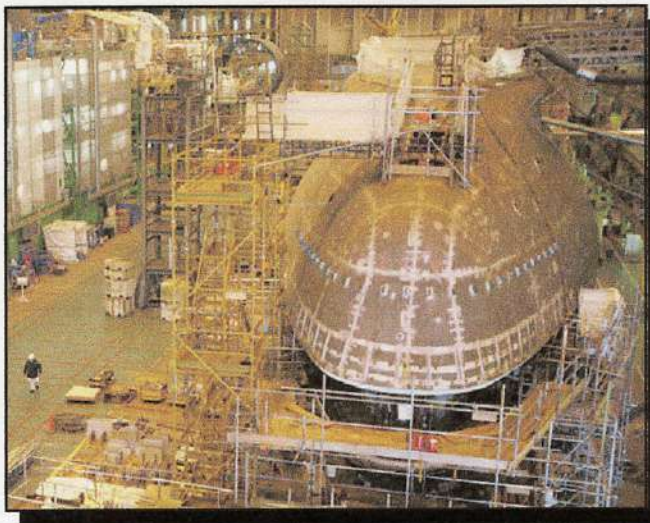
She is four years late and a massive 900 million over-budget. But when the Royal Navy's super-sub HMS Astute finally arrived, she made for an awesome sight.

More complex than the space shuttle, and able to circumnavigate the globe without surfacing, the 7,400-ton monster is the largest and deadliest hunter-killer submarine ever built.

The specifications for Britain's biggest submarine make for mind-boggling reading, but it was the sheer size of the black behemoth which made its mark on the 10,000 dockyard workers, schoolchildren, VIPs and Navy personnel invited to the ceremony in Barrow-in-Furness, Cumbria!

As long as a football pitch, at 318 ft, and as wide as four double-decker buses, HMS Astute is a third longer than any sub which has gone before.

Her nuclear-powered engine will propel her through the water at more than 20 knots, yet the UK's first stealth sub makes less noise than a baby dolphin, making her as



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Bluenose & Bluenose II

By
Scott Munford

I'll start this article by telling you why I am writing it. On Christmas Day, I unwrapped a 1:75 scale model kit of the *Bluenose II*. The kit is from Artesania Latina. The model specs are length 586mm, beam 110mm and height 590mm. Upon opening the kit, I was impressed with the quality of the material and the detail of the fittings. This is going to be a very interesting build so why not document it and perhaps write a series of articles on its construction. Since I have not yet started construction, I thought the first article should cover the history of the boat.

The first *Bluenose* was a Canadian Schooner from Lunenburg, Nova Scotia. It was designed by William Roué and built by Smith and Rhuland. Its purpose was to be a fishing vessel as well as a racing vessel to compete for the International Fishermen's Trophy (a race series for real sail carriers that were actually working ships). She was launched on March 26, 1921. In October 1921, after a season of fishing, she won the trophy. During her 18-year racing career, she never lost the trophy. After World War II, she was sold to work as a freighter in the West Indies. On January 28, 1946 it stuck a reef off the coast of Haiti and sank. In 1955, both the *Bluenose* and her Captain were inducted into the Canadian Sports Hall of Fame. The *Bluenose* was the first non-human inducted into the Hall of Fame.

The *Bluenose II* was built and financed by the Oland family to serve as a marketing tool for their brewery operations (Moosehead) in Saint John & Halifax. She was launched on July 24, 1963 from Lunenburg, Nova Scotia. It was built in the same shipyard and by some of the same men using the original plans of the first *Bluenose*. Due to her popularity, the Oland family sold her to the Nova Scotia government in 1971 for \$1. In March of 2005, the government placed the vessel under the management of the Lunenburg Marine Museum Society. In honour of the first *Bluenose*, *Bluenose II* does not officially race. It now serves as a goodwill ambassador and tourist attraction in Lunenburg. During the summer months, it makes stops along the Eastern Seaboard of the United States and Canada.

The ship is 46m loa, has a beam of 8m with a draft of 5m. The *Bluenose II* has the largest working mainsail in the world at 4155 square meters and displaces 246 tonnes. The term *Bluenose* is a nickname for Nova Scotians.

I bet almost everyone reading this right now has a *Bluenose* of his or her very own. Reach into your pocket and pull out your change. If you have a dime in your hand, look closely and you'll see her on it.



Nautical Trivia



Above Board

Literally the wooden boards of the deck planking. Any activity, which went on 'above boards', would be in the open for everybody to see. Thus it has come to mean honest and fair dealings.

Apostles

The two large bollards, fixed to the main deck near the bows in the larger square-rigged sailing vessels, around which hawsers or anchor cables were belayed

Apron

A strengthening timber behind the lower part of the stem and above the keel of a wooden boat



Baggywrinkle

A soft covering for cables (or any other obstructions) to reduce sail chafe. There are many points in the rig of a large sailing ship where the sails come into contact with the standing rigging; unprotected sails would soon develop holes at the points of contact. Baggywrinkle provides a softer wearing surface for the sail.

Beam Ends

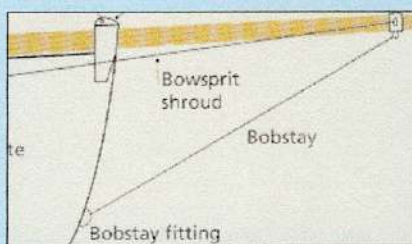
A ship on her beam ends is one that has heeled over to such an extent that her decks are awash and is about to sink. It was an expressive way for the sailor to say

that he was broke and the expression still means impecuniosity

Blazer

In 1837 the Commander of the frigate H. M. S. Blazer was told that England's young queen, Victoria, would soon inspect his ship. He took one look at the unsightly condition of his crew's dress and decreed that they would get new uniforms. He decided on a short jacket with Brass Royal Navy buttons. There is a disagreement as to the colour of those first Blazers. In one account the jackets were striped navy and white, but another reports solid navy serge. In either case, Victoria was so favourably impressed she required all the Queen's sailors to be in similar uniform.

Bobstay



A Rope, chain or rod rigging running from the end of the bowsprit to the stem or cutwater to hold the bowsprit against the upward pull of the sails

Contributed by **Dave Taylor**



(Continued from page 5)

good as undetectable by enemy ships.

Astute's sonar is so advanced that if she was lying in the English Channel she would be able to detect ships leaving New York harbor 3,000 nautical miles away

Once she goes into operation in 2009, Astute will carry a 98-man crew and stay at sea for 12 weeks on a routine patrol.

Spearfish torpedoes will also be on board for attacking ships and other subs.

But Astute will not carry nuclear weapons the UK's Trident missiles are launched from the Vanguard class of submarines.

Navy's submarine chief Captain Mike Davis-Marks said: 'The Astute class of submarines will quite simply be unbeatable worldwide for many years to come.'

'Astute will have a capability that will keep us right at the top of the premiership of the world's navies the Manchester United of submarine nations. With our proud heritage, Britain deserves nothing less.'

Astute is the first of four vessels to be built by BAE Systems at a total cost of \$3.85 billion.

MOD press release

Old Wood & Rusty Iron

A LITTLE BOY'S DREAM!

by MIKE CREASY

Most little boys (between the ages of 10 and 90) are fascinated by things that make lots of noise. Smoke is good too! And a big flash! Put them all together and, well, its hog heaven.

Modern weapon systems – missiles and chain guns and things – are pretty cool but the heavy naval guns of the two great wars are probably the epitome of big, loud, smoky, bangy stuff! These things evolved from the smoothbore cannons of Lord Nelson's day, which worked fine against wooden ships but once ironclad warships began to appear, it was soon apparent that a better gun was needed. The old black powder cannons just couldn't produce enough muzzle velocity to penetrate the new steel plate and armour.

Velocity is largely the result of barrel length, so the obvious answer is to make the barrels longer! Unfortunately, these old cannons were loaded from the muzzle, and there's a practical limit on how far the gun can be rolled back from the side of the ship to allow access for the loading process. Sir William Armstrong sought to solve this by designing a type of breech loading mechanism, which was introduced in 1855. Despite some initial opposition, Armstrong's guns became the standard for modern gun design. His company soon began to specialize in building and arming modern warships – it is said that all the guns used by the Japanese Navy to wipe out the Russian Fleet in 1905 were supplied by Vickers-Armstrong.



There are two basic categories for naval guns – breech loading and quick firing. Breech

loading guns have a projectile, plus a separate propellant charge contained in cloth bags. Most large guns (over 6") are breech-loaded, which makes sense when you consider that a 6" projectile will weigh about 100 pounds and the propellant charge will be another 30 or so.

Quick-firing guns use a one-piece metal unit, combining projectile and propellant in something like an oversize rifle cartridge. These cartridges are small enough to move by hand, and can be loaded far more quickly than the big, heavy two-part loads (hence the name "quick-firing"). Generally, these are under 6".

The really big naval guns – over 10" – were in use for most of the twentieth century, coinciding with the reign of the dreadnought battleship. Sea battles between the big ships were fairly rare occurrences; the big guns worked mostly as a deterrent. Today's modern weapon systems could probably make short work of a 1930's vintage battleship, but there's still something about those big guns! Massive, elegant, accurate, smoky, noisy, expensive and short-lived – what more can I say?

One of the most successful big guns was the American 16", designed for the Iowa-class battleships which came into service in beginning in 1943. Four Iowas were completed and continued in service through the Korean War, the Vietnam conflict and the first Gulf War in 1990. The last two Iowas – **MISSOURI** and **WISCONSIN** – were struck off the US Navy's register in 2006. This weapon was fairly typical of most big naval guns, so let's take a closer look.

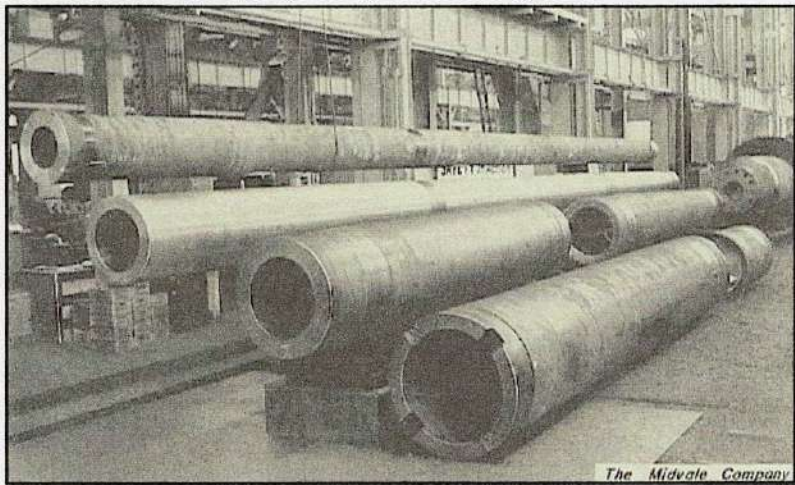
The first thing is the sheer size of this weapon. 134 tons per gun, plus the armoured gun-house, bringing the total revolving weight up to 1,700 tons for a three-gun mount. Each gun is 68 feet from breech to muzzle, and could fire a 2,700 pound shell over a distance of 42,000 yards. The gun's job is to accelerate the shell from the breech to a velocity of 2,500 feet per second at the muzzle, and this done by simply ramming six 110 pound bags of propellant in behind the projectile, which is firmly wedged into the barrel. Then, the breech is closed and someone (with great faith in metals) pulls the trigger. The propellant burns very quickly, producing hot gas at a peak pressure of 18.5 tons psi and forcing the projectile along the barrel. The barrel liner (at left of the picture) is rifled to spin the shell for stability, and is enclosed in all the other pieces shown to make the complete gun.

At long ranges, the projectile will be in the air for anywhere from 45 to 80 seconds. This, coupled with the fact that the gun itself is moving up

Continued on page 5

and down (due to wave action), laterally (due to the vessel's movement through the water) and in elevation (as the ship rolls or pitches) plus the fact that the target vessel is probably moving at high speed, make it hard to imagine that hits were ever obtained. But they were, and with devastating results.

Most capital ships carried 100 to 130 rounds per gun, and most of these were armour-piercing (AP) rather than simple high explosive (HE) type. HE rounds were fused to explode on impact while AP rounds had a hardened steel nose cone, allowing the shell to penetrate up to 30 inches of armour plate before exploding. The bursting charge for an AP round was smaller (40 lbs vs 150 lbs for an HE round) but the effect was multiplied by enclosed spaces.



At full efficiency, the gun was designed to be fired every 30 seconds and the life of the barrel liner on this gun was only about 350 full-charge rounds. The use of modern chemicals in the propellant increased barrel liner life dramatically, to over 1,500 rounds. Not enough to extend the life of big guns! But, they say you can buy anything on EBay..... I wonder if I'll need a Firearms Acquisition permit?

-30-

Bibliography

Naval Weapons of World War Two, John Campbell, Conway Maritime Press, 1985

www.navweapons.com (a great site for gun information)

Victory at Sea WW2 in the Pacific, James F. Dunnigan and Albert A. Nofi, Wm. Morrow and Co., 1995

NOTICE!

**2009 DUES ARE DUE \$35.00
CASH, CHEQUE OR GOLD BULLION
WILL BE ACCEPTED by
Treasurer
MIKE CREASY**



Sailing and Other Things

Another year starts and it looks to be a busy year in sailing if you want it to be.

The 3rd annual Spring Series starts up at the end of February and runs through to May. Good sailing at a number of venues.

The first of this series will again be hosted by VMSS at Beaver Lake. I have a couple of good volunteers so far to help run the event but if you are looking for a day out and would like to help I can always use a another one or two. February 22.

June will see a number of us on Saltspring Island for the IOM National Championship Regatta. We already have entries from Eastern Canada, California and the UK as well as from some of our local skippers. We are looking at as many as 30 boats this time around so the sailing should be fabulous.

A number of other events are being talked up as well. IT looks like we could take a shot at some team racing and at a LeMans style race day as well. Could all be fun.

We will, of course be Powell Cupping again and that is always a good time. I think we should go for the combined Powell/Dent-In Cup day again; that gets more of us out at the same place for a day and that is good for the club.

Your new Sailing Director is off to NZL for a month and will join in probably in the next issue with local sailing happenings in more detail.

So let's polish the hulls (no wax), charge the batteries and meet us on the water.

-Barry

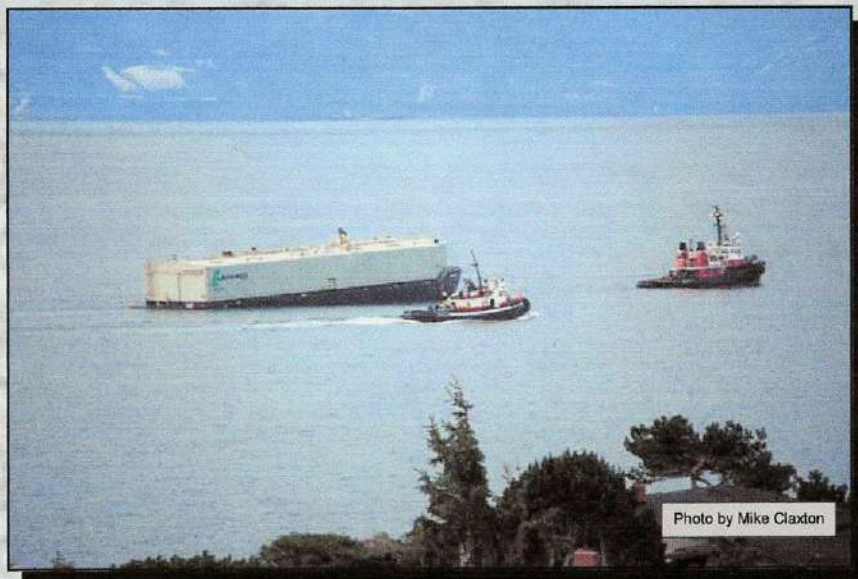


Photo by Mike Claxton