



July 2006 Volume 28, Issue 7

The Binnacle

Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

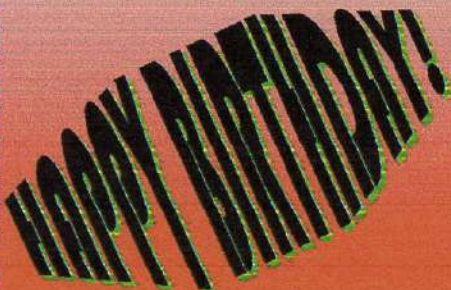
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HARRISON POND 50TH!

1956-2006

PARTY TIME!

Saturday July 22!



ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

- | | |
|----------|---|
| July 22- | HARRISON POND BIRTHDAY PARTY! |
| Aug 5- | BC Aviation Museum |
| Aug 10- | Meeting: Show 'n Tell (Steam Engines will return) |
| Sep 1-3- | Saanich Fall Fair |
| Sep 14- | Meeting: Radios - bring yours and tell us about it's features |
| Oct 12 - | Meeting: Show 'n Tell |
| Nov 9 - | AGM and Videos about sailing |
| Dec 14 - | Xmas Social |



From the Bridge

Monday night, Marion's telling me that Bill has been phoning me: he needs something for the Binnacle... anything!

Well here goes; I just got back from Parksville where I had been camping for four days; got home early because my granddaughter twisted her ankle, or I wouldn't have been home until later in the week; so all's well that ends well. I get to do my club stuff which I enjoy.

I sunk my sail boat in their pool so I thought "oh well, let it dry out and it'll be all right. WRONGO. I should have flushed it with clean water. I think the pool may have had chlorine in it!!!

H.Y.P. 50th is coming up on us in a rush, I wish us all luck in it, and at Luminera the same night.

See you at the pond.

Dave.

PS: granddaughter is limping, but is doing fine!



MEETINGS: Second Thursday 7:15-9:15
313 Brunswick Place Next is August 10



POWER: Sundays 10 - 12
Harrison Model Yacht Pond



SAILING: 3rd Sunday 1 - 3 PM
Beaver Lake Next is July 16



LANGFORD LAKE NAVY Wednesdays 9:30
Langford Lake

Victoria Model Shipbuilding Society

Regular Meeting – 8 June, 2006

MINUTES

The President welcomed members, and reviewed plans for upcoming events including Cowichan Bay, Strawberry Festival, Aircraft Museum, and the 50th Anniversary celebration at Harrison Model Yacht Pond.

Following the break, members presented models they are working on.

Respectfully submitted,

T. Pound

Secretary-Treasurer

EDITORS NOTE: "History of Harrison Model Yacht Pond", Part 6 (final) by Mike Woodley will appear in the next issue of the Binnacle.

2006 Executive Committee**President Dave Denton 478-1800****Vice-Pres. David Taylor 652-6480****Secretary/Treas Tom Pound 595-6487****Show Coordinator Bill Andrews 479-2761****CRD Liaison Ken Lockley 477-5830****City Parks Liaison Mike Woodley 598-8379****Editors Ron Hillsden 479-5760****Bill Sturrock 479-0239****Quartermaster Bob Rainsford 383-2256****Entertainment Mike Claxton 479-2258****Mike Creasy 658-1731****Librarian John Gough 479-1843****Publicity Jack Ross 478-3191****Director at Large Ken Scotten 472-6187**

50th Birthday Party Harrison Yacht Pond—Dallas Road

Saturday, July 22, 2006, 10 - 4 pm

Over the past 5 months the executive and a 7 member committee have put a lot of thought and effort into planning a fun day at the pond. We hope all VMSS members and their families will be able to attend. This event is for model boat club members from Victoria, Mid island, Vancouver and Seattle areas. We have also invited a few non members who are regulars at the pond on Sunday mornings.

1. SIX (6) COMPETITIONS - each with a trophy for first and rosettes for second and third: Steering, Conning, Log retrieval, tug race, modeller's choice and public choice.

2. COOKIES - since it's a party the committee thought: "cookies fit the party theme," so we are asking as many members as possible to bring 1 - 2 dozen. Every time you enter an event you will receive a COOKIE COUPON to redeem at the COOKIE TABLE. We will need many dozens, so please help with home made or store bought.

3. PARKING - the 16 car parking bay is reserved for us on a City permit for the whole day. We will use most of it for all day: **"NO PARKING - BOAT LOADING ONLY"**.

4. RADIOS - there will be a radio compound table and the frequency board with clothes pegs will be in use. All radios are to be kept in the compound when not in use.

Please print clearly your name, boat name and channel # on the top of each radio you bring.

5. Pre-REGISTRATION - please take **one** registration card for all your boats at the July 13 meeting. **Fill in**

and **hand in** with your radios (labeled) at the start of the day (this will save you time on the day of!).

6. STATIC DISPLAY - there will be lots of tables for as many boats as you want to bring.

7. EVENTS FOR SAILBOATS - 1. sailpast (wind, or towed by a tug if flat calm); 2. cookie relay (wind or towed); 3. decorated boat and barge parade; 4. open boating section of the pond while other events are going on; 5. open boating for all boats (full pond) from 3:15 - 4:00.

8. DOCKS - there will be a harbour so boats can be tied up when not in use (please attach mooring lines to your boat).

9. TUG RACE - the committee's original plan for a non-competitive oval race was changed by the executive to a competitive race with a trophy and 2 rosettes for prizes.

10. OPEN BOATING - During most of the time there will be an open boating section for recreational operating. Radios for the competitive events will take priority.

11. MODELLER'S CHOICE - each boater will receive a ballot, vote for your two favourites, (your own criteria).

12. PUBLIC CHOICE - spectators will be invited to vote for their favourite two boats, (their own criteria).

LET'S HAVE FUN!

Where Old Tugs Go to Rest (part 2)

Barry Fox

At this point, with a motor and a rudder lying in the boat, you need to get the electronics together to see if this all works. So a simple plate to hold the rudder servo in the boat comes from the rest of that hardwood sheet. And a search of all the parts boxes finds one more servo from one of my radios so we have a way to turn the rudder. From there I just stole the speed control out of the Vac-U-Tug and threw the basic radio setup in the bottom of the hull along with some batteries that I use in the little tug. Turn it on and the prop spins and the rudder, well, rudders. This is looking better.

My path all along was to get all the major build types of things done before doing any of the final finish work. The boat did have a nice looking small structure to cover the rear deck opening that lets you at the drive coupling and rudder servo but it didn't have any kind of structure for the forward opening. In addition, with my thinking being that the forward hold would be filled with batteries, I didn't have a nice place to put my radio gear and speed control. I decided that they would be well served by having their very own box to be in and one situated between the front and rear deck openings looked to be a good thing. So I built a small box that would sit between my soon to be created main cabin structure and the low cover on the rear deck. This box lets the electronics sit well above any possible source of moisture and should work out well.

I sat at the kitchen table with a piece of paper, my ruler and pencil to design the new cabin. It is a multi-tiered kind of thing and in the end maybe doesn't look too tug like. But it isn't all that bad for something out of the head of the aforementioned Prairie boy. Well, it is at least unique.

With all this structure stuff now done, it is time to start thinking about how I am going to finish the hull. I was concerned that with all the sanding that the wood part was maybe getting a bit thin in places. The hull is liberally coated on the inside with some kind of resin so it appears to be well sealed but I this thing is going to be bumping into other, maybe out of control, boats as its purpose in life I thought it would be good to put some thickness back into it. So my plan was to give it a sealing coat of epoxy on the outside, a thin layer of fiberglass cloth, and then a third sort of finish coat to smooth it all out a bit.

I went to a local supplier and was directed to a certain brand of product as being the good choice for resins. I applied the resin for a sealing coat and it looked pretty nice and shiny. A few hours later I looked at it and was pretty upset with the condition of the resin. It was setting up OK as described by the tech sheets but it had a kind of crater appearance all over the hull. I contacted the tech support folks at the epoxy company and wasn't too happy with the response. I have done a lot of fiberglass work on race car bodies so it's not like I don't know what to do but anyway we did agree that the only course of action is to sand it all off and start over. I did that and am now more convinced than ever that the wood is getting really thin now.

However, I'm just not convinced that this product I have is the "right stuff" so I decide to go with what I think is a more popular brand. To shorten this up a little, that was a good choice. It went on great, cured nicely and gave me a good base for my second coat which included the layer of cloth. That layer cured up nicely as well and so the third layer went on equally as well.

So now the hull is well sealed on both the outside and the inside so I feel pretty good about the hull's integrity. The edges are trimmed and ready for final finish.

A couple of good coats of Krylon Fusion in a nice bright blue color and this is starting to look even better. The fiberglass job is not a world class job but hey, it's an old boat that was somebody's cast off so this is an improvement. In order to have some colour contrast, I decided that the cabin structure would be a bright yellow. All this makes the boat very visible.

From here it is pretty much a reassemble job from a mechanical view except I had to acquire some batteries to supply power and ballast weight so I bought some 6V - 8.5 amp gel cells. I didn't have any idea of how much weight I would need so I figure out I could fit 4 of these batteries in the forward compartment so that is how I started out. I made a plate to hold them along with some tie down straps and a nice heavy gauge wiring harness to interconnect all these batteries in series.

All the electronics and mechanicals went back in easily as they had all been there before so it was a matter of making sure that the things that needed to be lubricated were and that the wires that needed to connect would.

So here it is all together and looking back at me. I decided that a soak test in the tub would be a good thing to do so that any possible leaks would be found early and fixed before they cause other problems. Fill up the tub, insert boat. While it was in the tub I switched it on and gave it a few throttle blasts to see that everything looked like it worked and it did. The only suspicious piece was the amount of temperature that came into the ESC heat sinks so quickly. My ESC is for fairly decent modified RC car motors and the motor in the boat is anything but modified in those terms so the loads should not have caused any problems. Something to keep an eye on. Otherwise, a successful test and, after a full night sitting in water, there was not a drop inside in the morning.

With that initial test done it was time to go for more. Down to Harrison Pond for a more extensive shakedown cruise. The first obvious thing was that the trim was quite wrong. I didn't need all 4 of the batteries, 2 is the magic number. Now I have a full backup set so I should be able to cruise all day without having to visit the charger.

The next discovery was that if I gave it full power, the ESC circuit breaker would trip in about 5 or so seconds. Once it cooled everything would be a go again but then it just popped again if you throttled up again. And those heat sinks were quite hot after not much run time. Something wrong, but what? Bad ESC? Too much drag in the drive-line?

I stopped in at the hobby shop on the way home to see what other ESCs I might use to give more capacity. It turns out they stock and sell the same ESC as I already have and we all agree that there is no way that the motor/prop/battery combination I have should be able to stress it at all. After some more discussion I find out that my "special" motor is nothing more than the equivalent of what the hobby shop sells as a project motor. They are very inexpensive so that looks like a good thing to try out first.

Once home I swap out the motor and then test it by running the motor up to full throttle while holding a stick against the prop shaft to provide a good load. I actually applied enough force to keep the motor almost stalled for maybe 45 seconds or so and the heat sinks don't even get moderately warm. I'm calling this problem solved. I guess I know why that #\$\$%*& saw was useless, from the very beginning.

So here it is, basically complete in a few days less than a month. It has gone from a derelict sitting on a swap table to a complete boat running around the pond during the Battle of the Atlantic day. And, maybe just a bit self-centered here, it looks pretty good and seems to perform well, running for quite a while that afternoon without a single hitch.

This is an ongoing exercise while I/we figure out how it can best serve us as a rescue boat. To that end I have built a large push plate for the front of it based on advice from some folks on the Internet. They say the best thing is to come at the disabled boat straight on amidships and then just push hard until you get the boat back to shore. Looks like a workable solution and would prevent damage to shrouds and stay on the rescued boat. Time will tell.

The push plate is easily removable so that the old thing turns back into a tug-like boat quiet easily and maybe we can try some tug kinds of activities as the year goes by.

This is a fairly long story but it has been a real fun exercise. I've had a chance to experiment with layouts, fabricate bits and pieces (which I really enjoy), and I have the satisfaction of taking something which was somebody's discard and turning it to a functioning and hopefully useful device.

If you see the blue ark (it doesn't have a name yet) on the water, now you know where it came from and what it took to be what it is.

To whomever donated all this stuff to the Club, thanks. To VMSS, thanks for the swap night. And to the numerous

folks who have answered the Prairie Boy's questions, even more thanks. Because of all of those things coinciding at just the right time I have a pretty inexpensive boat (well except for the hours of my labour) that is going to be fun to have. Now to inflate my little dinghy and see if this thing can pull it around the pond. Volunteers for a ride??

Next project!!! **-Barry Fox**

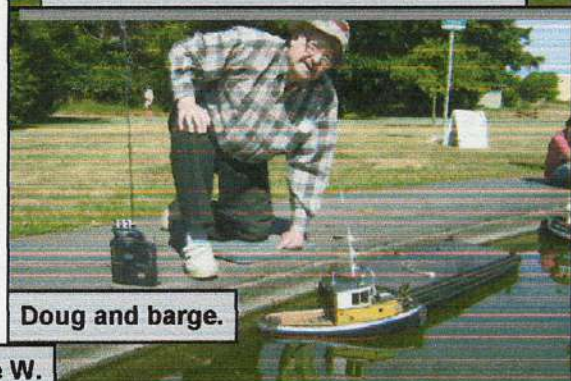


Tug start?

Creasy's Greasy Boat Washer?



Good colour coordination, Barry!



Doug and barge.

Photos by Mike W.

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. **PRINTS only!**
2. Print size: 4 X 6 to a maximum of 8.5 X 11 inches; may be colour or B&W inkjet on any paper (or commercial prints), but, **please**, no mattes and no frames and especially no glass!
3. Must have member name and club name on the back along with signed consent to use in our VMSS calendar (see below). Entries will not be returned.
4. Model ships and related topics only, please.
5. Deadline **November 15th, 2006**.
6. **SNAILMAIL** or courier or in person to **VMSS Binnacle Editors, Photo Contest,**
Victoria Model Shipbuilding Society 303-2151 Haultain St Victoria BC V8R 2L8
7. Judges decision final; prizes to be announced at a later date in the Binnacle.
8. **NOTE:** It is intended that the top 12 BEST entries will be used in our VMSS Calendar for 2007. Those photographers will be requested to supply their entries in digital format (JPG).

Questions: email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!

Fyi: FINES FOR PARKING INFRACTIONS AT HARRISON

I have done some research in regard to the parking fines for violations around the HYP:

1. Handicapped \$150.00 - commissionaires are very defensive about this one
2. Residential only \$57.50 - residents phone mobile patrol for a quick response (I know)
3. Yellow hash marks \$57.50 - no mercy! (boater, last summer - 7" in - wasn't me)
4. Reserved by our permit for July 22 (16 car bay) \$35.00

Mike Woodley.

THE SUB SUBJECT

THE MORE ROCKS I TURN, THE BROADER THE MIDGET SUBMARINE topic seems to get. So this month, basics and highlights only, the Italians' turn is up.

Disregarding the September 1776 attack on HMS Eagle with Ezra Bushnell's egg-shaped wooden Turtle, it turns out that in "modern" history, the Italians were way ahead of the pack in the concept, construction and deployment of the midget sub as a weapon.

On November 1, 1918, one of their two MIGNATTAS (a converted [bronze] torpedo with two operators riding astride) attached two 600 lb. mines to the hull of the Viribus Unitis, one of Austria's capital ships, while she lay at anchor in Pula – on the Adriatic's east coast. To the Italians' elation, the battleship sank to the harbour's bottom, angled about 45 degrees to port.

Following the armistice, Italy put midgets on the backburner—but not all too far. By the mid' 30s, trouble in Ethiopia and elsewhere caused the Regia Marina (Italy's Navy) to revisit their 1918 success. As is often the case, just one man was the spark, the organizer, advocate mover and shaker of Decima Mas (Copied by Germany's K-Verband [see May , , 06 Binnacle]). Was a a submarine commander: Junio Valerio Borghese—a blue blood as were many of his officers.

Borghese set out to harvest the creme de la creme for his 10th Light Flotilla (i.e. Decima Mas) to conduct nefarious but always chivalrous undersea warfare. He filled the ranks with the physically fittest, most intelligent and dedicated (not fanatical) men that Italy offered. Then they were trained to such level that all their risky and difficult tasks became second nature. In all Decima Mas counted no more than 30 to 40 crew and divers—plus, course, technical support staff.

Decima Mas went about giving (primarily) the Royal Navy migraine headaches three ways: (1) with PT boats, (2) Gamma men (divers) and, (3) the two-men MAIALES ("pigs") which the British, once they'd built their own versions, called CHARIOTS.

Torpedos were not part of the Decima Mas arsenal. What it did was get under RN and merchant vessels at anchor, attach explosives (mines, really) to the bilge keels, set the timers and exit stage left as best they could—waiting with bated breath to see or hear the hoped-for results.

The PT Boats' drivers never had to wait. They ran their Alpha Romeo-powered mahogany boat flat out at 32 knots, aiming for targets' flanks, got to within 100 to 200 feet, pulled the "Eject" lever, and made a graceful, arched exit—still seated on their wooden chair. Quite spectacular, but no specific records of success were located. Yet, under their bulging foredecks, they carried some 600 lbs. of Freddy Nobel's best.

The Gamma men were put to sea as close to target as practicable, by either surface craft or submarine. From there they swam out to the enemy ship, took the explosives from their rucksack or waistbelt, attached them to bilge keels with clamps or magnets (limpet mines) and went else where posthaste.

One trick device at the Gammas disposal was a difficult to detect (short of a diver's visual inspection) 10 lbs. bomb with a small two or three-bladed screw on its tip. It started to rotate real slow as soon as the mined vessel got way on. The screw set the detonator, and miles out of harbour the thing exploded. For a good while, masters and crew of thus damaged or sunk ships did much hair scratching before they twigged on what sort of souvenir they'd been handed. Not a ship in sight... not torpedo wake observed... "What the .???"

But the MAIALE was Decima Mas's bread and butter--workpig.

Simple yet sophisticated, often troublesome, those shy of 24' l.o.a. two-man subs raised absolute havoc with the British fleet. First, in December 1941, at Alexandria and, later, until September 1943 when the Fascists tossed in the towel, inside Gibraltar and out in its offing.

The bottom line: Decima Mas's efforts sank or seriously damaged four battleships and no less than 27 merchantmen. Just before Italy quit on the Axis side, an attack on New York Harbor had been mapped out, equipped and staffed.

Throughout its six or so years' existence, Decima Mas operated in the Mediterranean—east and west. A first outstanding success (on the third try) was achieved by just six men on their three MAIALES. The midgets had come in containers carried on the casing of a sub. They got into Alexandria's well-guarded port without cutting nets or booms. They bided their time till they could slip through while RN

Maiale (Sifuro a Lenta Corsa) Two-Man Human Torpedo



Length: 6.7m (7.3m with warhead)
Beam: 0.53m
Propulsion: 1 x 1.6hp electric motor
Speed (surfaced): 4.5kt
Range (surfaced): 15nm at 2.3kt, 4nm at 4.5kt
Armament: Explosive charge of 220kg (later increased to 250kg and finally 300kg).
Crew: 2

Schematic drawing of an early Maiale shows:

1. 220kg warhead attached to nose of the craft.
2. Driver's position (astride the craft).
3. Driver's assistant's position.
4. Single propeller with rudder and control surfaces.
5. Ballast pump.

ships came out. Then they went about their difficulties. First: detach the MAIALES warheads, clamp and/or cable them to the bilge keels of the Queen Elisabeth, the Valiant and a tanker. All three vessels were disabled for nearly two years. Churchill, apparently, got quite provoked—more on that in August's column.

The next Decima Mas hunting ground was Gibraltar—its harbour and its expansive anchorage.

With a blind eye turned by Spain's Franco regime which despite its neutrality owed Italy a debt of gratitude, Decima Mas operated from two Italian ships that had been interned in Spanish waters upon Mussolini's declaration of war. On the quiet, both the Fulgor and Olterra were adapted to use by Decima Mas as support, supply and logistics bases—under water hangar doors, workshops, storage racks ... the whole nine yards. The MAIALES and Gamma boys never had it so good. Just a hop skip and a jump from Gibraltar? Wow.

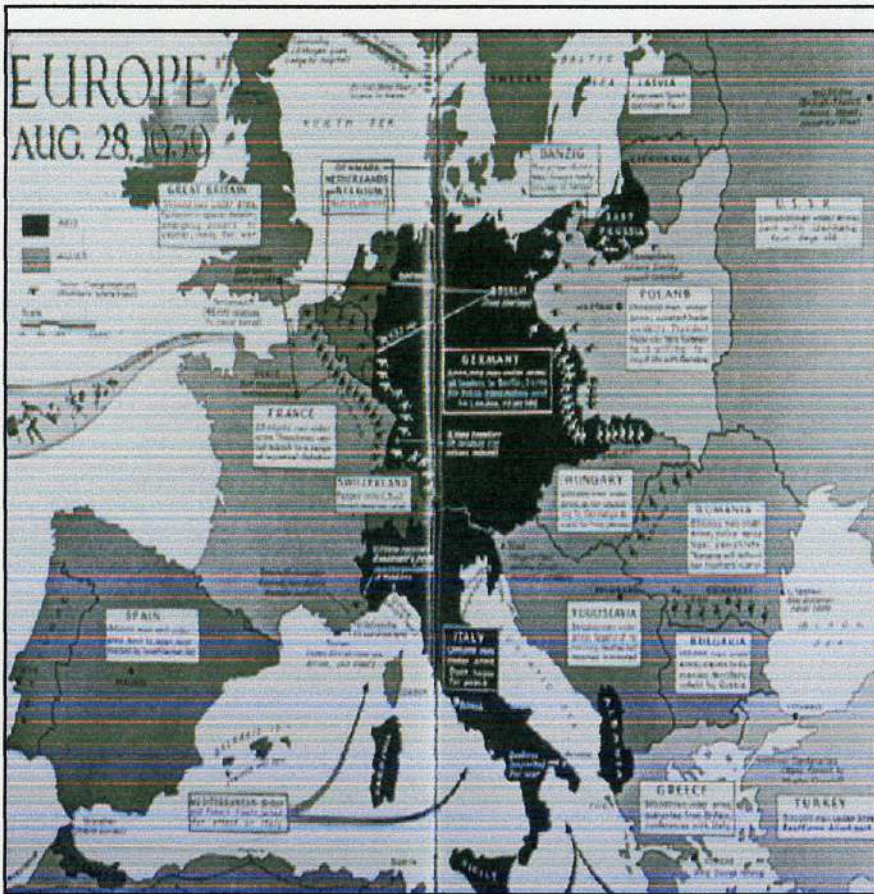
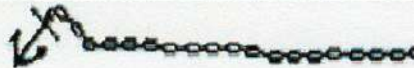
It could be held that, relative to organization, equipment and manpower involved, a total of four battleships and

some three dozen freighters bagged, Decima Mas—while way more effective than its German or Japanese counterparts, was ineffective. Yes, early in the war, a pair of U-boats could have done as much or more damage. Yes. But not to be overlooked is how the needed 7/24 vigilance tied up British, Australian sailors and equipment. At Gibraltar, for example, patrol craft never stopped patrolling. Never stopped dropping off caseloads of antipersonnel scuttle mines. The Tirpitz in its Norwegian base did the same thing: tying up escort vessels for the Murmansk-bound convoys.

What is very clear is that, despite all adverse propaganda and rude jokes, not all Italianos can be wiped with the same dishrag. Decima Mas, at least, had solid ranks of brave, competent and patriotic management and staff.

Next month, a look at the "Royal Navy's midget warfare will put "paid" to this midget submarines series.

Romanus Unicum



Norway – Battleground for Battleships Mike Creasy

So how did Norway become such a hotbed of battleship action?? Like the real estate folks say – location, location, location.

A bit of geography. The North Sea, between the British Isles and Denmark, is connected to the Atlantic by the English Channel to the south and the Shetland Passage to the north. The Baltic is an inland sea, cut off from the North Sea by the south tip of Sweden and Denmark's Jutland Peninsula.

Any ship bound for a German port must transit the English Channel or go north past the Norwegian coast to escape detection. On top of that, Norway is a major producer of iron ore; a valuable resource when fighting a war.

By 1940, both Britain and Germany had decided that Norway was strategically critical and in April, Germany launched operation Weseruburg. This invasion plan called for the battleships *Scharnhorst* and *Gneisenau* to sortie to the far north with the objective of drawing British attentions away from the Norwegian Coast.

Meanwhile, 10 destroyers would land 2,000 troops at Narvik, the heavy cruiser *Admiral Hipper* and four destroyers would land 1,700 more troops at Trondheim, the light cruisers

Koln and *Konigsberg* would land 900 men at Bergen and a further 2,000 would be landed at Oslo by the heavy cruiser *Blucher* and the pocket battleship *Lutzow*.

While pounding around looking to find and rejoin *Renown's* battle group, the 1,300 ton *Glowworm* instead met up with the *Admiral Hipper*, a well armoured and armed heavy cruiser – 13,900 tons, with eight 8" guns.

In the raging seas, *Glowworm* couldn't outrun *Hipper* and came under heavy fire. Battered and ablaze, Captain Roope made a desperate run straight for the enemy. *Glowworm* was sunk, but not before she inflicted a 120 foot gash in *Hipper's* side. Roope received a posthumous Victoria Cross, while *Hipper* was laid up for months.

Meanwhile, *Renown* had met up with *Scharnhorst* and *Gneisenau*. Following orders, the German ships ran north to divert the British away from the Norway landings. *Renown* pursued and a brief gun battle ensued, with three 15" hits on *Gneisenau*.

By April 10, three British battleships, two battlecruisers and an aircraft carrier were heading into Norwegian waters to strike at German landings.

On April 12, the battleship *HMS Warspite* and destroyers entered the long fjord leading to Narvik. It was target practice for her big guns – eight German destroyers and a U-boat were sunk.

By June however, despite their losses, German occupation of Norway had succeeded and the British withdrew. Norway would quickly become a staging area for ongoing German naval operations in the North Sea and the north Atlantic. In response, Britain was forced to maintain sizeable forces in the Home Fleet anchorage at Scapa Flow, to guard against the possibility of a direct attack and to support the increasing number of merchant ship convoys heading north to Murmansk.

On June 8, some 200 miles west of Narvik, the battleships *Scharnhorst* and *Gneisenau* encountered the 19,000 ton aircraft carrier *HMS Glorious* and her two destroyers, *HMS Acasta* and *HMS Ardent*. In a two-hour engagement, all three British ships were sunk.

In late September the pocket battleship *Admiral Scheer* (Capt. Zur See Theodor Kranke) sortied from Norway into the north Atlantic. *Scheer* had a successful cruise, sinking 16 ships in a cruise that lasted until April. One of the most notable sinkings was that of the *SS Jervis Bay* (Capt. E.S.F. Fegen).

Jervis Bay was an armed merchant ship - a freighter with a small gun on the foc'sle, and a very brave crew. She was the sole escort for convoy HX84 (37 ships) out of Halifax for England. On November 5, 1940, lookouts spotted the approaching pocket battleship. Captain Fegen gave the order to scatter, but it was obvious that the slow freighters and tankers needed more time to separate before being run down by the speedy *Scheer*.

Fegen turned towards the *Scheer* and began firing his old 4" gun. There was no hope against *Scheer's* armour and 11" guns, but she was forced to take the time (22 minutes) to deal with *Jervis Bay*. As a result the scatter manoeuvre worked and *Scheer* managed to sink only 4 more ships of the convoy.

Captain Fegen was awarded a posthumous Victoria Cross.

Norway served as the staging area for several more battleship actions, including the *Bismarck's* famous sortie in May 1941, *Tirpitz's* uneventful Atlantic operation in March 1942 and an almost bizarre battleship and U-boat operation that took place in June 1942.

A 33 ship supply convoy set sail from Iceland June 27 bound for

Archangel. At the time, U-boats and Luftwaffe bombers controlled the Barents Sea, so PQ-17 had a huge escort of an aircraft carrier (*HMS Victorious*), four cruisers, four corvettes and two anti-aircraft flak ships. By July 4, the convoy was north of Bear Island in the Barents Sea, having lost three ships to Luftwaffe attacks.

That same afternoon, British aerial recon spotted the *Tirpitz* battle group (*Tirpitz*, *Hipper*, *Scheer*, *Lutzow* and 4 destroyers) on move from Trondheim, and the order was sent for PQ-17 to scatter. Incredibly, three of the four destroyers and the cruiser *Lutzow* ran aground leaving port! The scattered merchantmen were now sitting ducks for U-boats and 23 of the 33 ships were sunk. *Tirpitz's* battle group never came close.

By the spring of 1943, the war had started to turn. German warships were crippled both by shortages of fuel oil and spares as well as a growing reluctance from High Command to risk naval resources in northern waters. Allied losses on the Murmansk run were down, although U-boat and aircraft raids continued.

Finally, in December, a major surface operation was approved. On December 23, the battleship *Scharnhorst* and five destroyers were cleared to sail in pursuit of the northbound convoy JW-55B. As *Scharnhorst's* Admiral Erich Bey sailed north from Altenfjord, he was unaware that British intelligence had already sounded the warning – Admiral Bruce Fraser was following the convoy in the battleship *HMS Duke of York* in company with the cruiser *HMS Jamaica* and four destroyers. In addition, the cruisers *HMS Norfolk*, *HMS Belfast* and *HMS Sheffield* were in the area, shadowing a westbound convoy.

German communications and intelligence reports were very poor and Admiral Bey sailed straight into Admiral Fraser's trap. A running gun battle in high seas and darkness lasted for several hours, as *Scharnhorst* tried in vain to withdraw. At 7:45pm on December 26, 1943 the battleship *Scharnhorst* rolled over and sank with 36 survivors out of 1,839.

This was the last true battleship-to-battleship fight, and the last time German capital units would face allied forces. *Tirpitz* remained at anchor in various Norwegian fjords until November 1944, when she was sunk by "Tall Boy" bombs dropped from Lancaster bombers.

Norway's run as the battleship battleground was over.

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Battle of the Atlantic, Barrie Pitt, Time-Life Books, 1980
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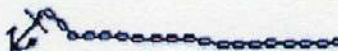


To: Ron Hillsden**Sent:** Tuesday, June 06, 2006 8:34 PM**Subject:** Binnacle

Hi Ron, I have just read the latest Binnacle and the article about the boat being dropped off at the CanWest Mall and being returned to operating status. I noticed that the name of the boat was "Anyox". To the best of my knowledge this boat was built (at that time by a member) of the club named Don McLeod. I have no idea whether Don is still with us on this planet, but when I left Victoria seven and one half years ago, Don was in a seniors home. He also was the man in charge of the woodworking shop in the Langford Seniors Centre. I haven't seen the boat but with a name like Anyox it is highly unlikely that another model would show up in the Victoria area. Therefore, I think I can say that model is Don's boat.

Especially so since Don grew up in the town of Anyox, BC.

Hope this helps....Ron Wild [Editors Note: see article last month and this month by Barry Fox]



25th Northwest Model Boat Regatta – June 11, 2006

This was the 25th annual Northwest Regatta held at the Bellevue Downtown Park in Bellevue Washington. Trish and I headed down on Saturday morning with only a 25 minute wait at the

border and arrived early in the afternoon giving an opportunity to explore the area. The park and pond is adjacent to the Bellevue Mall shopping area with lots of stores to wander through.

Regatta registration was at 9am Sunday but there was lots of activity early in setting up. By 10am there were in excess of 60 boats ready to participate in addition to a number of boats present just for the scale judging portion.

As always this group stresses 'Having Fun'.

The navigation course was set up to allow for

two boats to run at a time with the addition of a car ferry running its schedule through the course – all boats must yield to the ferry traffic. The pond area is quite large but the current from the waterfall along one wall and the presence of a small whirlpool in the middle of the course makes navigating interesting.

Some free running was possible to test your boat or show off the features such as water cannons. One fireboat contained a 12 volt

RV water pump that allowed about six fire monitors to put on a show. There was lots of opportunity to wander amongst the boats and pick each others brains on how to build some feature.

The regatta wouldn't be the same without food – the club provides a lunch – beans, hamburgers, hotdogs, salads, chips and

a variety of drinks.

A great cross-section of boats were present, from naval craft, fishing boats, tugs – Z-drives, Voith drives, regular props both single and twins.

About 3:30-ish the event wound up with prize giving and the raffle draw – raffles from a Spectrum radio, MCD speed controls, boat hulls, batteries and Scale R/c subscriptions were drawn. As this was a 25th

anniversary a cake was cut and a club photograph was taken.

We packed up and left the park at 4:40pm, the border crossing was a one car wait and we were on the 7pm ferry home that evening.

Thanks very much to the other participants – it was a fun day!

Mike Claxton

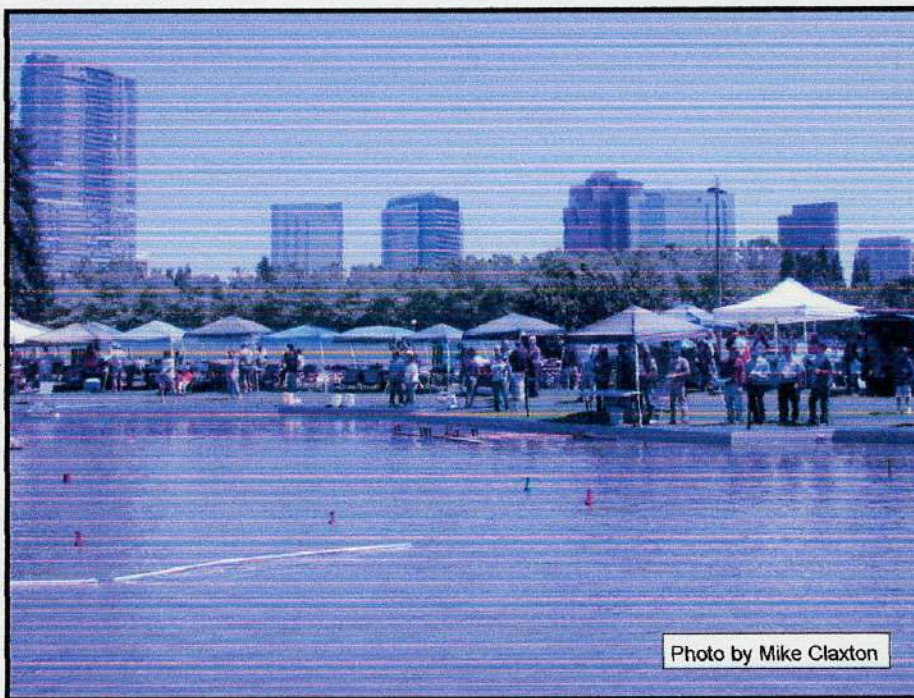


Photo by Mike Claxton

Report on Tug boat trials last Saturday.

After some teeth gnashing about the impending tug race we had a very successful trial day on July 8th. A lot of boats showed up to help give us a good sample of performance but a few suffered some electronics and mechanical distress so we ended up with a good sample of 5 boats. After some time trialing of the boats one at a time, we conducted a sample race to see if it would work out. The deal is that the slowest boat starts first and then all the rest of the boats start, each delayed by an amount to make all the boats be equal by the time they get back to the finish line. Considering it was unofficial and there was some pure guessing on how to factor the boats it didn't work out too bad.

The boats went from being almost a minute apart from the slowest to fastest at the start to being covered by maybe 10 seconds at the end. There was no passing but not everyone left on queue so it was a little skewed by that. I also got some sample times from a straight full speed run at the end and cranked them into my database this afternoon to see what the target times should have been and that may have made some difference. I'll keep looking at the numbers for a couple of weeks and we'll try to make it be an even closer finish at the "real" race.

I think a few of us discovered that we need to do a little endurance work on our boats before the race. If you are going to enter this race there are a few things to remember.

First off your boat has to be a tug or tow boat. If we like this format we can consider having it as a regular event and find a way to integrate the warships and pleasure boats that we have. But for now this is a tug boat race.

Next, you need to have your boat be able to go flat out for at least 5 minutes. Generally we found out that the boats can have the speed lever moved to full on at the start and then just steer like mad from there. That is actually quite a while if you think about it for everything running at full speed/load. I don't think the 99 cent batteries are going to be the answer.

So charge the batteries, set up your prop pitch and come out to the HYP Birthday Bash and join in. If you don't have a tug then rest up your voice and come out and cheer for someone . . . or everyone.

See you there.

Barry Fox

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