

July 2009 Volume 31, Issue 7

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

BEAVER LAKE: BOATERS BATHERS BERRIES!!!



Victoria Model Shipbuilding Society

General Meeting – June 11 2009

Call to order: 7.30pm

1. No new members present
2. Outreach – None reported
3. Club Finances – Still showing a deficit but on track with budget for the year. We have not yet had the money from the Maritime Museum for the Pirate Days.
4. Upcoming Events –
 June 14th Boat-a-thon @ Harrison Yacht Pond - volunteers were asked for to assist **Bill Andrews** with the Hotdogs.
 Cowichan Bay Regatta - We have been asked if VMSS will be attending this year. It was decided that we would not support this event this year.
 Poor Mans World IOM's - This event will take place at the Maple Bay Yacht club and is organised by **Robb McDonough**.
 Strawberry Fair - July 5th at Beaver Lake Park – We would like to see a good turnout of club boats for display and running on the water.
 Saanich Fall Fair – 5th to 7th September
 Powell Cup – 27th September
5. The Possibility of the Club taking part in the **Centenary Celebration of the Royal Canadian Navy**. It was generally agreed that the club would be interested in taking part but more information was required from the Navy on what would be required of us as a Club and where we could be located for a pond. **Mark Giles** has volunteered to head an ad-hock committee to contact the organisers of the navy event.

Note: I would like to thank **Dave Taylor & Ken Ensor** for taking the minutes for this meeting in my absence.

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
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Quartermaster: Bob Rainsford	383-2256
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Parks Liaison: Mike Claxton	479-6367
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All above (250) area code



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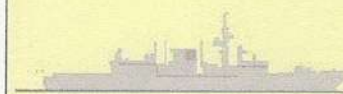
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ON THE RADAR

INFORMATION ON UPCOMING EVENTS

Saanich Fall Fair – 5th to 7th September

Powell Cup – 27th September



MEETINGS: Second Thursday 7:30-9:30
313 Brunswick Place
Next is August 13th, 2009!



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 July 19th, 2009



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



From the Bridge

Hi Shipmates

The Strawberry Fair at Beaver Lake was well supported by the members of VMSS this year with a good turnout of boats and types of craft. It was good to see some of the new naval craft out going through their paces. Of course the Strawberries and Ice-cream served later in the day went down very well. Our next event will be the Saanichton Fair on 5th – 7th September so make sure that you have this on your calendar as we will need plenty of volunteers to man the pond and display for the 3 days. It is a fun event with the paddle boat racing and a good size pond to run boats on. It also gets you free entry into the event. Lets some of your new projects being brought along to the meetings for a show and tell session each week.

See you all Pondside

Dave T.



Show Coordinator

Bill Andrews wishes to thank:

Mike Creasy, Dave Denton, Ken Ensor, Barry Fox, Mark Giles, Bob Rainsford and Rob Ross,
for all their help in setting up and tearing down at the Strawberry Festival!



BRAVO ZULU!

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

PART II

Building the Fleet (Continued from June 2009, p.4)

FOLLOWING THE EXPERIMENTS THAT RESULTED in two operational R/C models (one dynamic diver and one with a ballast tank) I thought that, figuratively speaking, now I'd learned to skate and come far enough to try figures eight and more.

For several years, I'd pondered the idea of building a Ohio-class "boomer", the USN's platforms that originally carried 24 Trident missiles each. From the start, I'd cut that 24 down to just four, to be housed in Tubes 1 to 4, i.e. immediately aft of the sail. As it was, in 1:96-scale it would have been highly tricky to find space for more. Now: how to get a hull?

First things first, I thought, and bought a set of contour plans from a stateside SubCommittee member. The plans, however, neither included the fairwater planes' design, nor cross sections for the hull—quite complicated on account of the free-flooding turtle deck that covers the six-foot business end of the Tridents.

I tried for months to get complete plans so I could build a plug and do a GRP layup. But then I spotted an ad by a U.K. vendor. The price was steep but manageable, and included all the extension. It came in 1:100-scale. I didn't hesitate, placed the order and had it filled within a week(!) via U.P.S.

A well crated, gleaming top black and bottom red with all details scribed in was mine. Beautiful.

The first problems with the shipment came to light right soon. The extensions bore little shape and size resemblance to my contour blueprints, with fairwater planes missing. They were **wrong**. Their scale was wonky (the sail about 30% too tall) and the stern planes were not articulated. They were just solid pieces with a shaft cast in. All of that I shipped back to Jolly Old—postage paid. Never a thank-you, explanation or excuse in response.

With the Boomer's long mental incubation period in mind, the self-imposed specs/requirements kept on soaring. I settled on these:

1. Launch four gas-propelled 1:96-scale Tridents
2. A safety buoy with a "whooper", to be released through a second TX-RX set.
3. Operational fairwater planes, coupled to the ballast tank linkage
4. Model to run deeper (8' - 12') and longer than the two Miamis. At 0.42 lbs./sq.in., for a total of over 5.04 lbs./sq.in., it seemed best and safest to use 3/8" Lexan for pressure hull, bulkheads and ballast tank. In addition (all adding to weight) two four amp.hr. 6V batteries had to go in

5. Provisions for a two-torpedo launcher up front.

Given all the space that the 65" l.o.a. would afford, it looked as if space would not become an issue. But it did. Read these (tightly-compressed) actual space requirements from stern to stern:

- Torpedo room	12.00"
- No.1 (bow) battery	5.00"
- Safety buoy launcher	3.75"

- Ballast tank (large with top weight in mind)	8.00"
- Missile launcher (4 tubes 2x2)	3.00"
- No.2 (mid-ship) battery	5.50"
- On-off switch in free-floodspace	1.75"
- Pressure hull (electronic+reduction gear)	14.50"
- U-joint/driveshaft access	3.25"
Net total:	57.25"

Added to those "nets" are 3/8" bulkheads and thin flotation foam inserts, and that "gross" 65.00" l.o.a. became about as crowded as a two-yolked egg.

The major construction problems were twofold: first and foremost was the missile launcher. No plans or much guidance for it. It took **SEVEN** complete rebuilds. Next: the safety buoy. It turned out to be fuller (also heavier) yet than the aforementioned egg.

In all, the boomer took more than two years from uncrating the hull to her official launch ceremony, and despite much subsequent work, it is not—and is unlikely to become—a fully satisfactory model.

Oh, sure. When all went well, and all four out of four Tridents took flight, there were ego-stroking words of praise and, at times, rounds of outsiders' applause. Meanwhile, because of size and weight (wet or dry) it handles like a slug. I enlarged the rudder. That afforded a modicum of help. But not much, which made **Len Gibbs** say, "Remember that her prototypes take three navy tugs to cast off and moor". But I didn't build those.

As I got to see it, I should have recast the hull's upper half at half the thickness and weight of what U.P.S. dumped off. I could have used what came to me as a very nice plug. It's now way too late in my life for that. Lessons learned? Perhaps. No more pigs in pokes, and no more JR six-channel TX's, where some channels offer no more than an on-off function. One more pig in a poke, and another egg laid.

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Upon launching the Boomer, I'd thought I'd rest my case, put paid to my model subs fleet expansion and run, maintain, and seek out possible improvement and refinements. Then the unexpected and unplanned happened—sort of like an unplanned pregnancy late in a middle-aged couple's conjugal life.

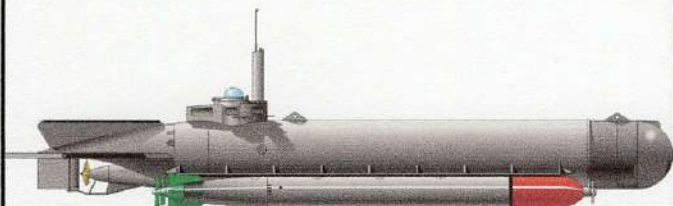
The late **John Gough** wanted to rid his workshop of some unlikely looking thing that bore a vague resemblance to a submersible-type craft. He'd been given it (quite unfinished) by a former V.M.S.S. member, and chose me as the victim/recipient. I too shoved it out of sight, but years later showed it to **Len Gibbs**. Strictly for laugh. But Len immediately identified it as the making of a Molch (Salamander)—a German one-man, torpedo releasing sub. He had the plans for it, printed on the same sheets he'd ordered for his two-man Seehund. He'd lend them to me and, as an inducement, said that if I could build in a functioning release system for the externally carried torps, he'd let me run/launch the two torps he'd built while waiting for his Seehund's pump ballast system he's ordered in England.

www.one35th.com/submarine/molch_3d.htm

(Continued on page 5)

(Continued from page 4)

Kleinft- Uboot "Molch"



I did take up the challenge, rebuilt and completed what John had given me, and ended up with a trouble-free (for years) model that didn't leak, maneuvered like an ice dancer and let

go of her two torps (when not under repair) in a most delightful way. 'Till, of course, trouble started. Those troubles and overall grief with the fleet will be aired in August's column.

'Till then: share my frustrations and moist eyes.

Romanus Unicum



Maritime Museum Pirate School

Last March, VMSS participated in the 3-day Maritime Museum's Pirate School during the mid-term school break. The Club has done this for the past several years.

If you like kids, Pirate School is a rewarding event. Unfortunately, it's also very labour-intensive - from the purchase and pre-cutting of construction materials right through to the removal of our portable pond. This year we had very few members willing and able to participate, and our numbers were poor last year, too.

Your Executive Committee discussed this at length, and agrees that the membership has spoken: Pirate School is not an event that VMSS can support.

Pirate School earned \$300 per year for the club, which will have to be made up with other revenues or cost-cuts.

Your 2009 Executive Committee

Old Wood & Rusty Iron

Always Agree With an Armed Man

by Mike Creasy

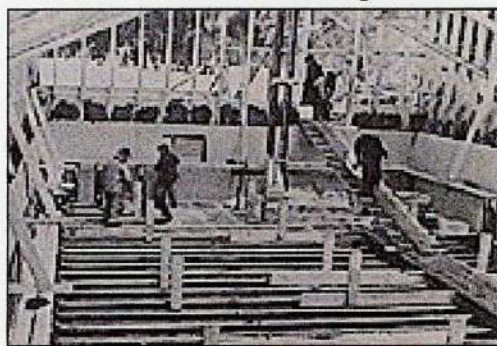
Canada – Land of ice and snow... That's been a common adage for years and it's still a view held by much of the world. We've all heard the jokes about folks from Africa or Asia getting off the plane on a hot summer's day clad in down-filled parkas, asking for directions to the dog sleds.

Ho, ho, ho!! Most of the time, it's just irritating to the locals before it becomes one of those "can you believe it?" stories. But when you add in wartime and a certain lack of humour on the part of the military, it quickly becomes truly bizarre.

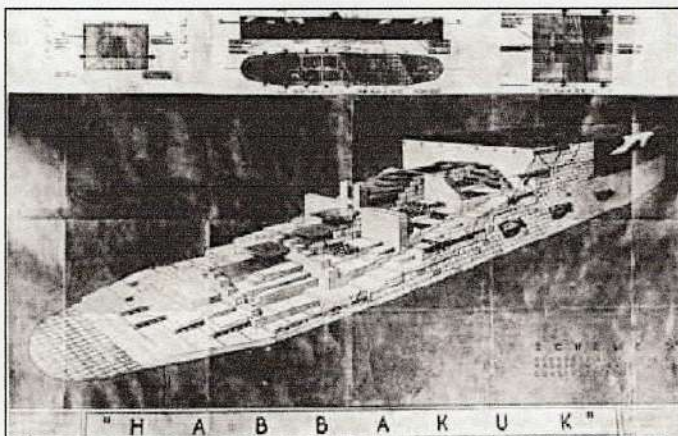
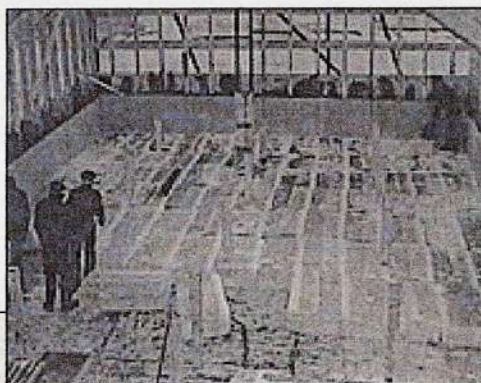
It was 1942; Lord Louis Mountbatten was Chief of Combined Operations. Allied losses in the Atlantic were severe and all available resources were working at capacity to replace merchant ships and build new warships. Steel was scarce, and some attention was being given to new materials for ship hulls, such as concrete. Mountbatten ordered Allied scientists to put forward any new ideas they might have, no matter how fantastic, for consideration.



Louis at a senior staff meeting.



The story goes that while introducing Pykrete to the Combined Operations brass, Mountbatten pulled out his service pistol and fired a round into the sample block. The ricochet hit an American Admiral in the leg... I say old man, did that hurt? ... leaving the committee no option other than approval of the Chief's idea to build aircraft carriers out of ice.



A fellow named Geoffrey Pyke happened to be working on the effect of temperature on various materials, and he discovered that sawdust, mixed with water and frozen, produced a very hard concoction with much greater longitudinal stiffness than plain water – as you know, a block of ice will shatter quite easily. This new material (named Pykrete) was hard enough to withstand gunfire – as was proven by Lord

Mountbatten. The plan was to prove the concept at a secret location and then build a fleet of 1000 foot Pykrete carriers to support squadrons of anti-submarine aircraft in the north Atlantic. Where other than Canada? Top secret plans were developed for the 1.8 million DWT ships, to be built with onboard refrigeration plants big enough to keep the ice from thawing out plus heated spaces for aircraft and crews. In 1942 (hopefully during the winter...) a group of scientists and technicians was sent to Patricia Lake near Jasper, where they began work on a 1:50 model of the monster carrier. The model would have a wooden frame lined with ice blocks from the lake, supported by three freezer units pumping Freon through a circulation system inside the ice. Work continued for some months and a seaworthy model was built, before it became apparent that the idea had problems. The ships were going to require substantial amounts of steel and other strategic metals as well as their Pykrete hulls, quickly eroding the initial advantages of ice over steel and

forecast costs were rising quickly. Presumably, the scientists were smart enough to have His Lordship's staff remove the bullets from his pistol on the day they were to break the news! The project was abandoned, while the model and all its onboard machinery were allowed to sink into the lake.

Geoffrey Pyke was reputed to be a brilliant eccentric who apparently had the ear of both Mountbatten and of Winston Churchill. Amongst his other – unsuccessful – ideas: spraying enemy ships with Pykrete to immobilize them; sending teams of dogs laden with whisky barrels ahead of the troops to get the enemy drunk; building motorized sledges to tow torpedoes up hills behind the enemy, from where they would release and roll down on top of them. His successes were mostly in the area of things like staffing and manpower allocations, but these weren't sufficient to prevent his death by suicide at the age of 54.

In 1979, the remnants of the model were discovered by divers, and a plaque was placed on the shore by the Government of Canada.

So, the next time the bartender looks at you strangely when you ask for ice in your martini, you can honestly claim that you're researching your next modelling project!

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Bibliography

http://www.royalnavalmuseum.org/info_sheets_Habbakkuk.htm

<http://www.combinedops.com/Pykrete.htm>

Photos from National Research Council of Canada



Rainsford's Marina at Strawberry Festival 2009, Beaver Lake.

Shelley Foss Update

This will be last update on my tug build "*Firewood*" for a while. I have admitted defeat on this project. The final straw came when I attached the 2nd hull sheet on the port side. I used auto body filler to fill in the gaps and smooth out the joints. After sanding, I applied some spot putty to correct small imperfections. But there are some things even filler can't fix and no amount of sanding either. I believe a person should get seasick on a boat not looking down the side of it. The lines of this hull are far from straight in some areas. My wife said once its painted, no one will notice. Well, I'll know and so will anybody who looks at it. Some things you just can't hide.

I don't make this choice lightly as I'll have to eat some crow from my wife for another unfinished project. I plan to keep all the super structure pieces and they will eventually end up on my 42" hull from England. But that's for another time when the bitter taste of failure is not lingering in my mouth. Need to walk away and start fresh.

So as I scour the websites looking for my "new" project, the saying "If you want Quality, you have to pay for Quality" comes to mind. I guess that rules out another Dumas boat. Once my new kit has been chosen, I will once again write articles and post pictures to keep everyone informed.

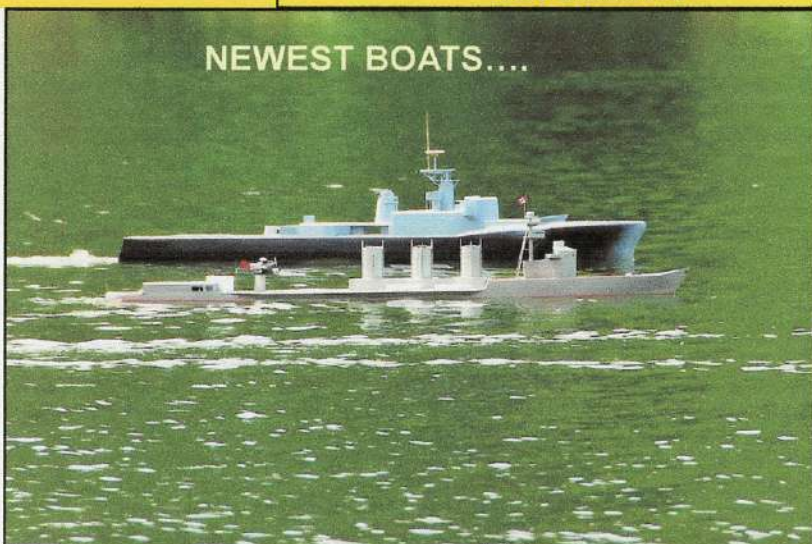
Scott Munford

P.S. Anyone need some firewood?



Difficult to say who's having more fun: the boaters or the bathers, or the bystanders. Attendance was large and very orderly.

NEWEST BOATS....



Skipper, Ross and Mark discuss tactical strategies before eating strawberries and ice cream.

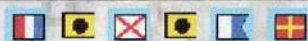
Ross's newest high speed destroyer was a big hit with the Strawberry Festival crowd...lots of ooohs and aaahws from the kids especially. Bill A.'s boat in the background.



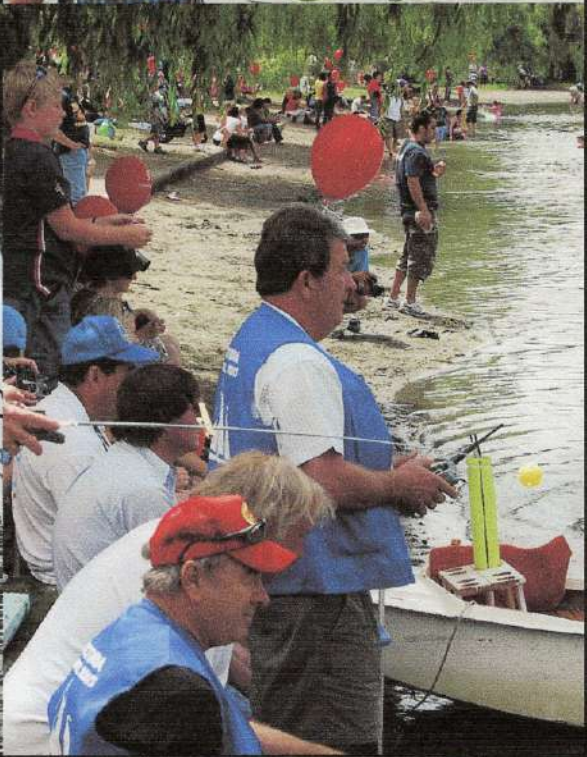
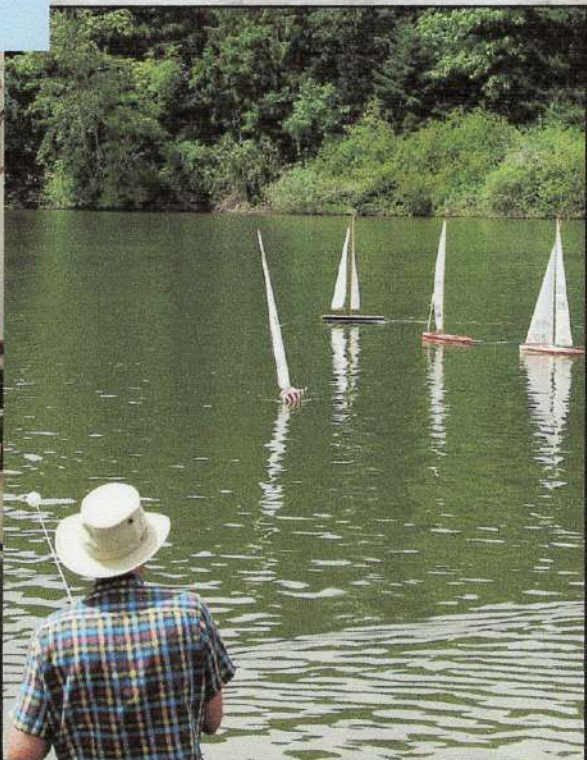
Mark's newest IJN Torpedo Cruiser in 1/72 scale. Note the biplane on the after deck. Watch for further high tech additions.



Nautical Trivia by Dave Taylor



Strawberry Festival sailing races...



[Nautical Trivia will return next month. Ed.]