

The Binnacle



Victoria Model Shipbuilding Society
Victoria BC Canada
vmss.ca

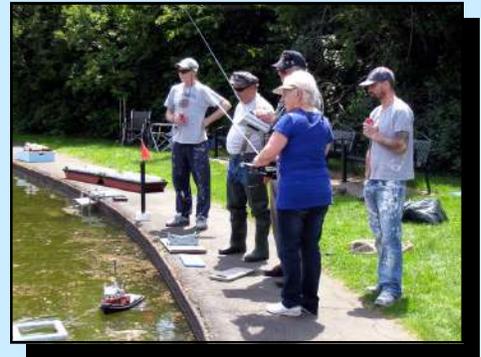


Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

Tug-A-Rama



HMYP Photos by Scott Munford



Strawberries in Cream





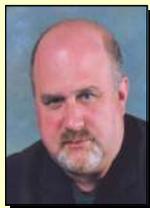
Victoria Model Shipbuilding Society

General Meeting – June 9, 2011

Call to order: 7:30 pm (25 members & 2 guests in attendance)

1. Welcome: No new members or guests present.
2. Outreach: None at this time.
3. Club Finances: No report given, as **Mike Creasy** could not attend the meeting.
4. Upcoming Events: On Sunday, June 12th, **Dave Denton** has planned a Tug-a-thon at HMYP. This will replace the event in May that was rained out. Dave also mentioned that on Father's Day, the Panorama Recreation Centre would have free boating for Fathers. The Strawberry Festival is on July 10th. The club has been invited to an event at the Western Speedway on July 22nd, more information to follow. Sometime in August is the Sidney Air Museum Open House followed by the Saanich Fair.
5. Open Forum: Nothing discussed
6. Show & Tell: **Dave Taylor** showed us his progress in his Fairmile D. **Ron Armstrong** had some boats for members to use at the Strawberry Festival as he can not attend this year. **Rob Ross** had the plate for the boat launch for the pond.
7. Adjourn business portion & break
8. After the break, Bill Andrews won the 50/50 and **Barry Fox** won the raffle prize. Following this, **Jim Briante** gave a presentation on his "Non Destructive Model Warship System".

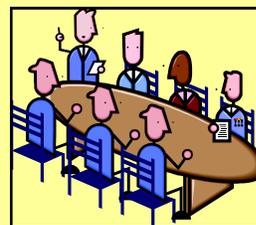
Respectfully Submitted
Scott Munford, Secretary



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: Dave Denton	592-6866
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



[Your Executive meets the last Thursday of every month!]

The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

Mailing address:

106-4480 West Saanich Road
Box 55
Victoria, BC V8Z 3E9

BC Shaver & Hobbies

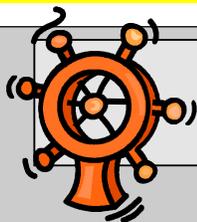
Garnet Rancier

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



Ship Kits & Accessories
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The Prez Says...

Prez Says,

Half a year gone now and lots of good sailing weather to come yet.

We are just back from a nice day at Beaver Lake for the Strawberry Festival. A decent turnout from the club with a few sailboats and some powered boats. We did a pretty nice job I would say. We had boats on the water virtually all day with a nice mix going on. **Rob Ross** had both of his bruisers on the water and was able to open them up a bit without causing any wake issues for anyone. A nice breeze most of the day for the sail boats but still with pretty flat water for the power boats.

I'm not sure why more of us don't come out for this day every year. It is a great opportunity to spend a day with some good friends from the club and help display what we do. Consider getting a boat together and coming out next year.

More chances to show off are coming up with a new place to play at Western Speedway later this month and then a return to the Air Museum at the start of next month.

This month we will be having our break out session after the meeting. For this time around we have some topics to cover. One of the outcomes from the last (first) Tug-a-Thon was that a lot of us really don't have very reliable boats. So the big push for discussion this month is how to make your boat reliable enough to get through something like a Tug-a-Thon without having and operational issues. That will probably fill up the available time.

One other observation was that not very many of the participants really understood what they had to do to make their boats do the exercises that are part of the fun. It is amazing how easy it is to motor around the pond but as soon as someone puts some markers in the water, and you have to go through them in order, your boat just isn't all that responsive. Or else you really don't have any practice at making your boat reply to your commands. That may be the topic of our next round(s) of breakout sessions.

We will also have a sailing break out and try to talk through some tuning and setup options to make your boat sail better.

The clock is ticking louder for our annual general meeting and we are going to need some of you to step up and take on Executive positions. For sure we will need a President and a Secretary. As I have said before, lots of good help will remain on the Executive so you can get all the advice needed to carry any of



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

July 23&24 All Fun Weekend Western Speedway

August 6 Air Museum, Sidney

August 14th VMSS Commemorative, HYMP Sailpast

September 3-5th Saanich Fair



Meetings: Second Thursday 7:30-9:30PM
4050 Carey Road
Next is: August 11, 2011



SAILING: 1st and 3rd Sundays 11 – 2PM
(Summer hours) at Beaver Lake
Next is: July 17



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

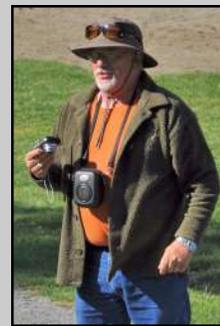


LANGFORD LAKE NAVY
Wednesdays 9:30 AM
Langford Lake, Leigh Rd at Trillium

these positions out while you learn the ropes. Talk to one of the Exec today and let us know you are interested.

Well, back to my boats, work to do before the weekend. See you at the meeting on Thursday.

-Barry





THE SUB SUBJECT

AS ANNOUNCED LAST MONTH, THIS THEN, WILL BE THE FINAL column dealing with the CIA's Project Azorian. It is accepted that the full story, the intrigues and sundry details are unlikely to become known in our lifetimes anyway.

Following are some odds and sods that would have disrupted the March to June columns. Read'em for what they're worth.

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The three-mile plus pipe-string built by Howard Hughes's engineers was stress tested for up to 24,000,000 lbs. A special, custom test bench was used. (It has since been modified and used for less exclusive jobs.) The pipe assembly between the lifting ship's derrick and the Recovery Vehicle's bridle, under no-load conditions could stretch up to 40 feet, *i.e.* more than the length of an individual pipe. This enhanced the need for great precision in the RV's final positioning above the K-129's hull. Numerous cameras on the RV recorded views from every critical angle.

The electronics forming part of the RV were protected by five-inch thick domes. At the wreck's location, water pressure exceeded 7,000 lbs. a square inch. (Imagine: some 10,000 lbs. for every square foot). Not too shabby, what?

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At the time of the disaster, 98 men were on board. The normal crew was comprised of 13 officers and 70 enlisted crew members. As it happened, though, 15 trainees and observers were also on board.

+++++

The Hughes Global Explorer had a crew of ± 178 , but that was augmented by all the sundry specialists and CIA operatives. In all ± 250 men were aboard during the recovery operation.

Here's a brief indication of the recovery project's cost:

Initially a guess of \$130,000,000 got matters going. That was made up of \$40M for the ship, \$40M for the barge and RV, plus \$12M for the pipe-string and \$10M for the two dozen vans (8'x8'x20' each) and the lab equipment.

While the true full cost can't ever be calculated, some of the better guessers have pegged it at between \$400M and \$500M in 1974 coin. Multiplied by 7.5 for inflation, a total (average) of 3.375 billion appears. That's about \$938M/ft for the recovered portion of the hull. Not a bargain, so it seems. But who knows?

+++++

Project Azorian owed much of its partial success to the cover story that held up for a good long while. The wide publicity given to Howard Hughes's intention to go mining the bottoms of the oceans for semi-precious metals surprised no one. Most everyone expected the unexpected from Hughes. As such, the unusual design of the Glomar Explorer and the bizarre looking barge raised no

eyebrows. Beyond that, the personnel recruiting was so controlled and patriotically motivated that **no one** (in the know) spilled the beans. Totally remarkable with an estimated 4,000 individuals involved, initially. Over time, Global and the CIA estimated that the in-the-know and somewhat-in-the-know ranks had expanded to perhaps as many as 16,000 individuals. Many among them, apparently, will not talk about their involvement. Even John Graham, the chief naval architect to the whole project did not know about the CIA's plan to bring up a part of K-129. Later on, of course, he was brought in on the scheme.

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What happened to all the Project Azorian hardware and software?

The lift ship was mothballed, and parked in Suisun Bay [San Francisco, CA]. Then the Feds leased it to Global and then to Global and Santa Fe. It was "modified" quite a few times. With all the specialized equipment stripped off, she became guess what...a drilling and ocean bottom exploration platform. All this time under a lease or charter. Finally, she was sold to the lessees for \$20M. Cents on the dollar, but worse deals have been cut for government-owned assets.

The Recovery Vehicle was stripped of its RX's, servos and other electronics. Then Lockheed disassembled it. One photograph shows that the recognizable components made a quite substantial scrap heap--out in the open on the company's dock.

The pipe-string was sold off immediately for scrap steel. Its dimensions and couplings were of such design that they were useless in the oil-drilling business. Proof of just how well the cover story (had) worked was offered by the two Soviet surveillance ships (one with a helicopter) had probed and circled the lift ship for a combined 1.5 days during the HGE's attempts to raise a portion of K-129. The observation crews were obviously suspicious, and their presence, harrasing, but that's as far as it went. It may well be that thoughts of the lost boat never arose--viz. their own massive search some 600 miles east-north-east.

While the pipe-string and Recovery Vehicle were scrapped, the same fate was not meted out to the submersible barge. As recently as during 2010, it was still in use as a test bed and maritime transport vehicle for a U.S. Navy stealth vessel experiment. (The roof was just the ticket).

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It must not be thought that with all that scrapping and disposal, the CIA readily tossed in the towel. No way.

At sea, still in the Target Area, after close examination of the damaged RV, plans arose to go after the lost $\pm 100'$ of K129's hull. Repairs and modifications could not be done anywhere except at Lockheed's Long Beach facilities. That intended second recovery trip was

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named Project Matador. All crews were kept on the payroll, the Explorer was given a refit and the RV was both repaired and modified. Next, the story and events (especially their sequence) get about as murky as HMYP waters can get.

On the one hand everything (crews and equipment) were ready for another go during the July-August 1975 period. But developing circumstances no longer permitted that.

The press (New York and Los Angeles Times) under the democratic "right-to-know" slogan published all they knew about Azorian on February 7 and 8, 1975. In person meetings between the CIA's Director and the papers' editors had minimal effect. The stories got off the front pages all right, but the cover story had its lid blown off.

Still something else: during a Washington, DC, cocktail party, a Soviet brass hat approached a U.S. diplomat and said, "You go back there and it will be war".

Those happenings put the kibosh on further lifting attempts. And then, another U.S. Navy spy submarine reported that the dropped 100' sub portion had broken into small pieces over a wide field of ocean bottom. That was good to know, but when did it become known when all that other work had gone ahead? And was it true, or was it a face saver?

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Next month, for the specific benefit of new members, "The Binnacle" will run an update of the "Sub Subject" index from September 2009 to at least September 2011. Till then...

Romanus Unicum



MAIN SOURCES

With the CIA front and center in the March, April, May, June and (now) July "Sub Subject" topics, it was surprising to find that so much published information is available. Note, however, that the Great Victoria Public Library has to draw on mainland sources, which can take a week to 10 days.

To date, three books dealing solely with the K-129 caper have been published. A fourth one exists in manuscript form. But it is authored by a former CIA employee, David Sharp, and the CIA Review Board will not sanction release of about one third of the work. Too bad, but it still leaves these, in order of publication dates.

1. The Jennifer Project (ISBN 0-13-509927-7) Prentice-Hall published this work by Clyde Burleson in 1977--three short years after the events. The text is researched as well as possible in its time. Later publications contradict certain aspects, but it's easy reading and a good start for those interested in more than The Binnacle can offer.

2. A Matter of Risk (0-394-42432-8) Published in 1978 by Random House; written by Roy Varner and Wayne Collier. This work benefits from the employment of one of the co-authors by global marine, to select (not hire) a potential crew for the CIA's project. He had to pass on possible recruits to G.M. brass; then the CIA had the final word. Nice, exclusive sketches in this book.

3. Project Azorian (978-1-59114-690-2) Published in 2010 by the The Naval Institute Press on November 15, 2010. Written and (heavily) researched by Messrs. Polmar and White. The text corrects numerous flaws in other works. It has the passage of time benefit; even includes interviews (and data) obtained from the Russians. (Paid \$35.65 for it at Bolen Books). Beyond the above, detailed and short reports are available on-line. If you are interested but run into search obstacles...Mike Creasy can act as your guide.

The price is \$150 or best offer. I have the boat at my place, phone: 250-479-2761 Thanks. Bill Andrews

FOR SALE!



01.06.2011



Old Wood and Rusty Iron

- by Mike Creasy

Pulling Things



With interest in model tug & barge events growing, it seems like a good time to look at some of the components of a towing rig and think about how to plan your maneuver as a towboat captain.

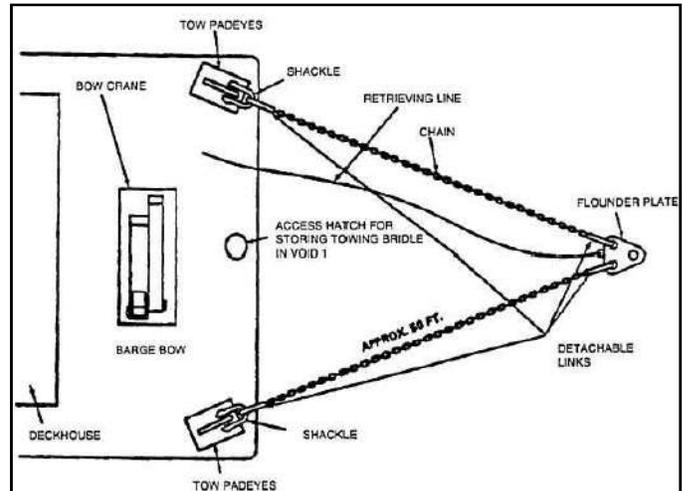


Beginning with your boat, it's critical to have the tow point (main bollard or tow winch) set ahead of the rudder so that you can turn your boat while maintaining forward pull. The greater the distance between rudder and bollard, the greater the turning moment, and the better your control capability. This is less of a concern with Z-drive or cycloidal drive boats, which can direct their thrust and turning moment in almost any direction. It's of almost no concern to the latest tow style, which uses something called Dynamic Oval Towing, wherein the tow point is mounted on a rail around the deckhouse - essentially, the tug rotates under the tow point, giving it the capability of pulling in any direction. Conventional propeller and rudder equipped boats, even those with nozzles and other fancy gear - such as thrusters - have to pay attention to tow point location to avoid being caught "in irons", or unable to steer. So, let's limit this discussion to conventional power sets.

Next, your boat should have a clear sweep from the tow point across the stern to abeam the tow point on either side. It's important to have nothing that will snag your towline when you maneuver either way, so nice smooth gunwales and clear decks are critical. Most tugs have removable pins that can be fitted to limit towline sweep during steady state conditions, but these are not used for turning maneuvers.

Most full-size tugs these days will have automatic towing machines or other devices to control towline tension, but most of our models will have

only a single hard point attachment so control of line tension is completely up to the judicious use of rudder and throttle. Fortunately there are a few things that we can do with the towing rig to make this task a little easier.



The rig for towing a ship's hull is generally not the same as that for a rectangular barge, so we'll just look at a barge rig.

A typical barge-towing rig will use a Y-shaped bridle to connect to each forward corner of the barge. The bridle (which may be rope, wire or chain) will lead to a connection (often called a fish plate or flounder plate) with the tug's main towing wire. Each leg of the bridle should be the same length, and should be sized to form about a 60° angle with the front of the barge. The fish plate will distribute the pulling power of the tug; when tug and barge are in line, the fish plate pulls evenly on both sides of the barge. When the tug turns left, the right hand leg of the bridle will slacken applying more pulling power to the left hand side of the barge, helping to begin the turn. Of course, the opposite is true as well.

Another problem for tow boats of all sizes is the need for some "give" in the towline. Because the barge will usually outweigh the tug by a good margin, the tow boat operator must avoid the "slack and tight" phenomena caused by waves (or poor throttle control!). This can result in failure of the towline, the winch, the tow bollards, etc or even the capsizing of the tug - model or full-size. A full-size tug with a long wire line will get a "catenary" or sag in the line between itself and the barge, so that a sudden increase in line tension will flatten out the catenary and ease the shock load. Model tugs can add a little artificial catenary sag by adding a bit of extra weight to the model towline. This will have the added bene-

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fit of taking the model towline almost straight down when the tug and barge are stopped, keeping the line safely out of the model's propeller.

Next month we'll talk about sheering, yawing and how to influence the direction of your tow!

- 30 -

Bibliography

US Navy Towing Manual, US Navy, 2002
Knight's Modern Seamanship, 1988

ELECTIONS
IN
NOVEMBER...

NOMINATIONS?
[See your Exec]

Shelbourne Shipyard

With her scheduled appearance at Harrison one month away, I am going to shift focus on the Happy Hunter from detail work to operational status. The last time the motors were started up was probably 6 months ago. Time has a way of sneaking up on you and if I don't start now, the next thing I know it's 3 days from the event and I'm filling the tub at 11pm to ballast her properly. With regards to her detail, I've decided to not quite add everything the manual & diagrams show. It seems very cluttered and also it's just one less piece that will break off when I'm trying to clean the dust of the deck.

Construction of the Lobster boat is coming along. I'm at the stage where the deck is being glued on then next is planking the hull. I have decided on a name for her, "Cathy's Choice". When the yard owner (wife) asked where I came up with that name, to which I replied "Didn't you pick this model as the one you wanted to build?" Seems rather obvious to me.



Scott Munford
Yard Master





BOOK REVIEW by RON ARMSTRONG: "VICTORY AT SEA—TALES OF HIS MAJESTY'S COASTAL FORCES"
HAL LAWRENCE, CLELLANDSTEWART, 1989



Hal Lawrence joined the Royal Canadian Navy at 19 and served 28 years, rising from lower deck to Senior Officer in Command of the 11th Escort Squadron. Such a meteoric rise was only possible in wartime, and then only in what Admiral Lord Levin in his forward describes as the "explosive fifty-fold expansion" of the force. After leaving the Navy in 1965, he taught English at the University of Ottawa, then guest lectured at both UVic and Royal Roads upon retiring here in 1980.

This is not the book for members seeking technical guidance for their own models of MTB's, ML's, and MTB's. But it is a source of inspiration, to read the historical account of high speed derring-do and close actions fought in the English Channel and Mediteranean islands and passages.

As such it provides a much needed account of "the contributions of Canadian officers to winning the war..not much mentioned" in the official annals of the Royal and United States Navies. From personal interviews and first hand experience, largely humourous anecdotes show our late countrymen to be brave, irreverent, practical, and independent. Like Aussies without accents.

So much for the accurate sub-title. The main title is far too sweeping and grand, befitting a lengthy, multi-theatre analysis. Lawrence the defence lecturer could tackle that, though he has stiff competition--- Churchill for one, as good a writer with a vast chronicle of naval intelligence and the vantage point of being a central decision maker.

Rather, Lawrence the English professor knows how to create best sellers, like his previous "A Bloody War"(1979) and "Tales of the North Atlantic"(1985). Realizing that time and his muse were probably running out, he pulled together dominant Atlantic and European strategies (including 300 year old Royal Navy doctrine), accounts of battles from the Arctic to Egypt and grafted it onto the Coastal Forces account.

Poor academic discipline but a great read.

I think I'm well versed in World War 2 history. But even I learned something amazing about the horrific Convoy PQ 17 disaster. Spooked by a potential threat from "Tirpitz" and her cruisers, the Admiralty ordered the entire escort to abandon the 33 ships headed for Murmansk. Only 17 survived U-Boat and bomber attacks. But many seamen were saved from icy death by German flying boats returning from attack. The Allied prisoners' sequel is half Catch 22, half chivalry. I won't give it away here.

The humour abounds. Barney Marshall of MGB 466 hailed the captain of the mighty "Nelson" in the Normandy anchorage:---

"May we have some water, please?"

"Don't you realize youngster (the average MTG/MTB skipper age was 23)that we have to make our own water on board this ship?"

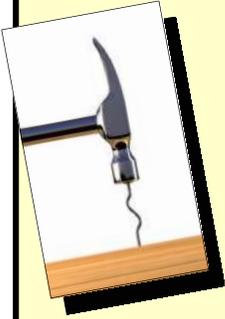
"Please, sir,we have none. May we have just a little?"

"Well, all right then, but I can only let you have 800 gallons"(!).

The first two chapters evoke Anglophillia--- one page has three "our's" and seven "we's" and none of them are referring to Canada or Canadians. It was a common sense of identity that was ingrained in pre-war Canadian officer cadets. But from there Lawrence builds a case for Canadian pride in a job well done with special flair, in vessels large (destroyers) and small (landing craft) and everything in between.

It's not definitive history, and it's only got the specs most know anyway. But if you want a naval page turner, and to re-discover the reason why you chose to model those dashing (mostly) and brazen little warships, this is the book for you.





I have just recovered from the Strawberry Festival... I got home, kissed Marion, had my nap, supper, nap, walked the dogs, and here I am right away [Editor] Bill, doing my duty. The Strawberry Festival was a lot of fun, met some old friends and some new. My face is burning, is it from the sun, or the wind, we had it all today. Most all models performed well today. My Springer worked well all day on the same battery and still had plenty of power left. My boom boat was giving me the grief if I held the power on full for more than 5 minutes, and then it would shut off...it seems that the motor heats up, but you just go back to neutral and hit it again, maybe not so hard and all is well, I think I will put in a cooling pump so I don't have to deal with it expiring at the most inconvenient times.

Tug - A - Rama

Some weeks ago we had the Tug-a-rama, and there were more than a few blatant surprises. My observations were as follows:

- Make sure that your boat is working at least 2 days before the event.
- We all know how to drive a boat, but very few know how to tow a barge.
- Learn the fine points of a tow line. The types, how to use them, and not to back over them.
- Get out and practice. Just driving your boat around in circles must get frightfully boring; learn to navigate with a barge on behind.

The results:

First place	Glen and Sue Newmeyer	Time	13:50
Second place	Dave Denton and Ron Armstrong	Time	15:20
Third place	Bob Rainsford and Alex James	Time	20:16

The contestants had a good time and said that we should do it again sometime, so we will. The next contest will be held in conjunction with the August 14 sailpast at Harrison Pond.

The next event on my agenda is the All Fun Days at Western Speedway (the golf driving range actually). On display there will be cars, trucks, boats, and planes, all radio controlled. The pond is huge and will be fresh filled with spring water shortly. Bill Andrews, Rob Ross, and I spent about 3 hours sweeping it clean last Wednesday. We will operate from an island, accessed by a small bridge.

Hope to see you there!

Dave Denton



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!!



SIGHTINGS



Photo by Ron Armstrong



Photo by Bill Andrews

11.05.2011

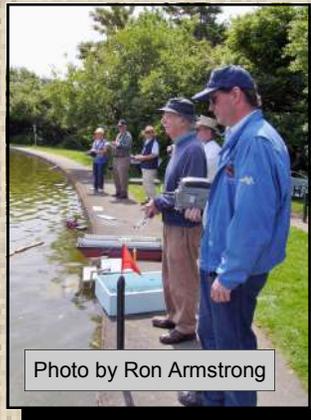


Photo by Ron Armstrong



Photo by Scott Munford



Photo by Scott Munford



Photo by Bill Andrews



Photo by Scott Munford