



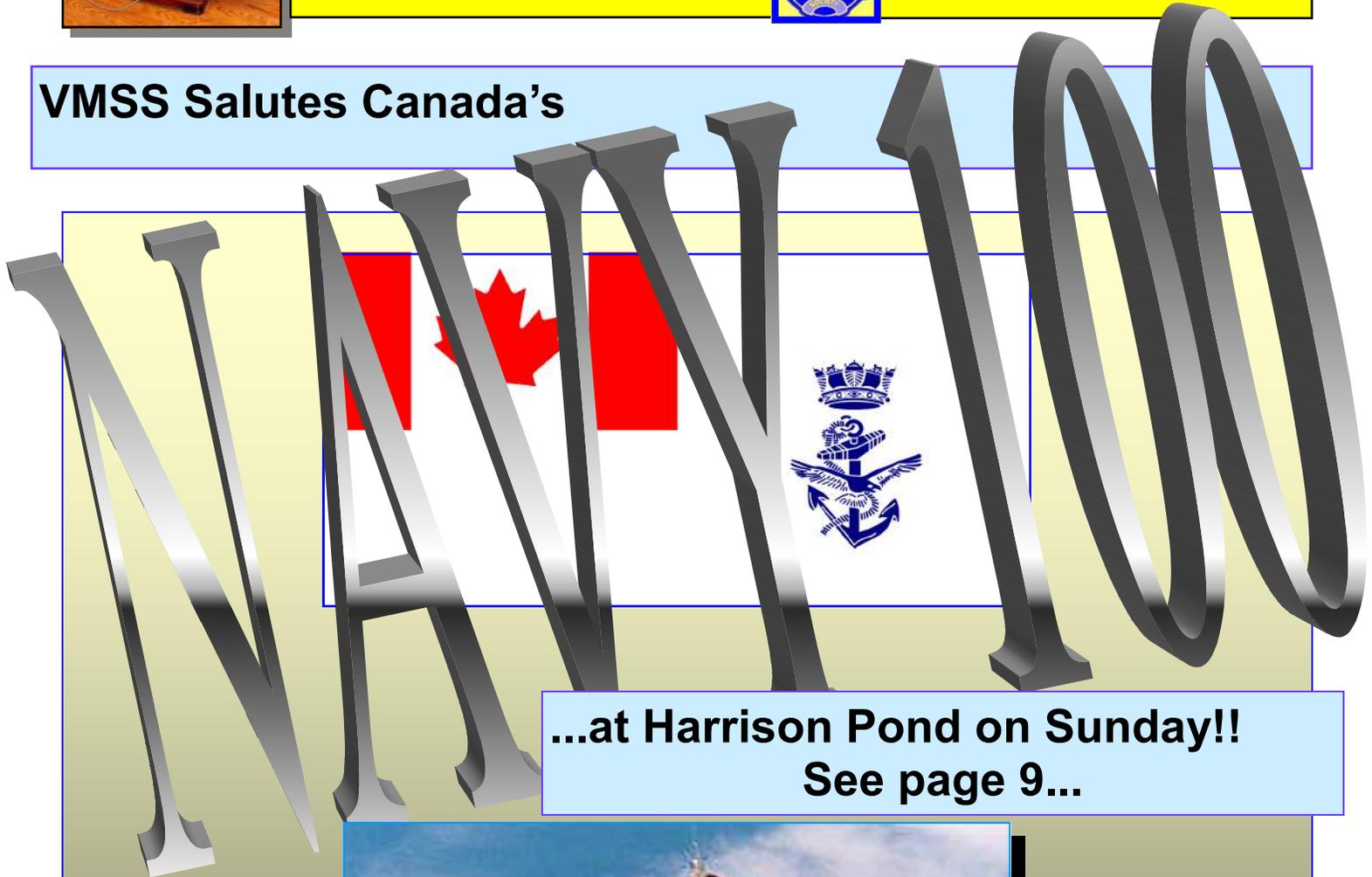
# The Binnacle

Victoria Model Shipbuilding Society  
Victoria BC Canada  
[vmss.ca](http://vmss.ca)



Yahoo! Newsgroup : VIRCB  
Vancouver Island Radio Control Boaters

**VMSS Salutes Canada's**



**...at Harrison Pond on Sunday!!  
See page 9...**





## Victoria Model Shipbuilding Society

General Meeting – May 13, 2010

Call to order: 7:45 pm (33 members & guests in attendance)

1. Outreach: **Bill Sturrock** informed us that **Romain** is in the hospital for testing.
2. Welcome: Two previous members (**Jan Schmidt & George Hickson**) rejoined the club and one new member joined, **Shawn Smith**. Two guests in attendance; **Hector Minkus** and **Brian Goodacre**, son of former President **Ken Goodacre**. Brian had a large selection of steamboat parts and a couple of hulls to give away from his father's estate.
3. Club Finances: **Mike Creasy** reported that so far this fiscal year; we are on track to break even. That will certainly change once the proceeds from the auctions are collected. We have not received payment yet from the Maritime Museum for Pirate School.
4. Upcoming Events: The next race for the All Island sailing series takes place on May 16<sup>th</sup> at Robson Lake. Maple Bay is holding their regatta from May 22<sup>nd</sup> –24<sup>th</sup>. On June 13<sup>th</sup>, the Naval Salute takes place at HMYP. Set-up is at 8am with a 10am start. **Mark Giles** read his letter that was emailed out to all members about the events taking place. On July 11<sup>th</sup> at Beaver Lake, the Strawberry Festival takes place. We have been invited by the Navy to help celebrate Formation Fun Day on August 14<sup>th</sup>. We have permission to use Naden Pool.
5. Open Forum: **Dave Taylor** has some handouts that have to be re-labelled. **Rob Ross** thanked everyone who helped out with the Battle of the Atlantic. **Ernie Reid** mentioned that the Panorama Rec Centre is having a sailing day in their pool on Father's Day, June 20<sup>th</sup> between 11:30 – 1pm.
6. Show & Tell: **Barry Fox** announced an extended break to give everyone a chance to see the items brought by **Brian Goodacre**.
7. Adjourn business portion & break
8. **Tim Calcutt** was the winner of the raffle prize, a drill press and a book. **Nick Berben** won the 50/50 draw. The bidding was closed on the supply ship Atlantis, donated by **Len Gibbs**. **Tom Gardner** was the high bidder at \$800. **Mark Giles** then demonstrated soldering stanchions.



Respectfully Submitted  
**Scott Munford**, Secretary

## 2010 Executive Committee

<b>President: Barry Fox</b>	<b>294-0350</b>
<b>Vice-Pres: Rob McDonough</b>	<b>598-4619</b>
<b>Secretary: Scott Munford</b>	<b>382-1673</b>
<b>Treasurer: Mike Creasy</b>	<b>888-4860</b>
<b>Show Coordinator: B. Andrews</b>	<b>479-2761</b>
<b>Binnacle Editor: Bill Sturrock</b>	<b>479-0239</b>
<b>Quartermaster: Bob Rainsford</b>	<b>383-2256</b>
<b>CRD Liaison: Rob McDonough</b>	<b>598-4619</b>
<b>Parks Liaison: Mike Claxton</b>	<b>479-6367</b>
<b>Sailing Director: David Cook</b>	<b>388-5994</b>
<b>Librarian: Dave Denton</b>	<b>478-1800</b>
<b>Publicity: Ron Armstrong</b>	<b>385-9552</b>
<b>Director at Large: Rob Ross</b>	<b>592-6866</b>



MODEL SHIPYARD

DAVE DENTON

Quality Fibreglas Hulls

TUG\*SCHOONER\*SLOOP\*GILL NETTER

250 478-1800

BC Shaver & Hobbies

Garnet Rancier

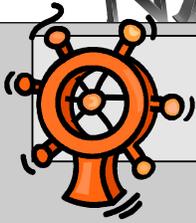
742 Fort St, Victoria BC V8W 1H2  
(250) 383 0051  
<http://www.bcshaver.com/>



Ship Kits & Accessories  
Radio Control  
Tools and Material



PLEASE SUPPORT OUR LOCAL ADVERTISERS



**The Prez Says...**

**Prez Says**

Just a couple of themes this month. First has to do with the unfortunate way we handled our last batch of donated models and equipment. To be fair all we really knew was that a fellow had "some models and some parts" that had been his father's and he wanted to donate them to the club to do something with. So we had him bring it all to our last meeting. Then we found out that it was a lot of stuff. Lots of steam related engines and accessories as well as something of a stockpile of raw material to fashion model things from. So our first problem was we were not prepared for the volume of things that arrived and we really didn't have a plan about how to handle it all. What ensued was pretty much a free for all with things disappearing out the door before anyone could see what it was or what the best way to handle it was. Not a very fair way to disperse the goods for the benefit of the most members. Very few people took a lot of goods.

Then when we asked that the members who helped themselves (in some cases, grabbed and ran would be more appropriate) to make a reasonable donation to the club for the goods they received, you would have to say the amounts offered were more like insults. Now, as I said moments ago, there really was no plan about how to handle all this stuff but we are all mature adults and I would say that not everyone acted in that way.

So we have a plan now. From now on the method will be to receive these donations ahead of time and manage their dispersal for the benefit of the club. If we have to receive the goods at a meeting they will go into storage bins and be assessed, away from the meeting, and brought back at future meetings to be auctioned off, raffled off or made available in some other way so that all members have a chance to look at what is there and acquire these things in a fair and equitable way.

I was told that one member offered \$20 for a steam engine that is worth as much as \$1,000 GBP if you went to buy it today. Maybe too much of a bargain???

On to more positive things. Elsewhere in this issue you will see more about our gala Naval Salute this coming weekend. It has been well organized by **Mark Giles** and his committee. They have been very thorough and it should be a great all day event regardless of what weather we may be presented with. There will be a lot



**ON THE RADAR**  
INFORMATION ON UPCOMING EVENTS

**June 13th, Naval Salute, HMYP**  
**July 11th, Strawberry Festival, Beaver Lake**  
**August 14th, Formation Fun Day, Naden**



**Meetings: Second Thursday 7:30-9:30**  
**4050 Carey Road**  
**Next is: July 8, 2010**



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



**SAILING: 1st and 3rd Sundays 1 – 3 PM**  
Beaver Lake  
**Next is: June 13th, 2010**



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



**FYI: SOUTH OF THE BORDER-**

**See page 9...**

of very nice models on display and in the water (you all know about them because one of them is yours anyway – right???) as well as a number of good fun skill events to take part in after we conduct the formal salute. For the past few months I have challenged everyone to bring a model or two with a goal of 100 RC boats for the Navy's 100 years. That may be a bit energetic but if you haven't already decided to bring a boat with you, well, bring one and join in. It would be nice to have all Naval ships but this club is about all boats so bring whatever you have and have a fun day at the park. See you there.

**-Barry**





## THE SUB SUBJECT

During December 1941, three Italian MAIALEs wiped out RN's *Valliant* and *Queen Elisabeth*, with those ships at anchor in Alexandria Harbour.

Upon reading the detailed briefing, Churchill was not best pleased. So, in his prime ministerial position, and as erstwhile first lord of the admiralty, he positioned a batch of industrial-strength firecrackers under a selection of butts, asking what countermeasures could be taken in a jif. "Why can't we do the same? I know we have a corps of divers! And don't we want rid of 'The Beast' (Tirpitz)??!!"

That "mandate" set off a flurry of activity. Not only did the Royal Navy have a group of marine divers, they also had a set of MAIALE blueprints on file, staff members who could read Italian, and photographs and . . . a copy of an intact MAIALE-dredged up from the bottom of Gibraltar Harbour. A German could have asked, "Was wunschen zie nog mehr?"

The British war industry set to work. To them, it became project CHARIOT and, as early as June 1942, prototypes were being tested in a Scottish loch. Development moved at breakneck speed. So fast, in fact, that came October 26, 1942, CHARIOTs and their trained two-man crews were bid farewell- carried by three adapted submarines. That didn't work out at all. The squadron never made it to its destination, and one submarine was lost. But new plans to get the CHARIOTs to the Tirpitz's lair were concocted. This time, a pair of CHARIOTs was slung under a Norwegian fishing vessel, to which superbly forged documents were issued. Great idea. The boat did clear the German's checkpoint and search at Trondheim Fjord's ria, and then matters turned sour.

A ferocious squall roughed up the Norwegian vessel. The CHARIOTs were very damaged, and scuttled. Tough.

The RN now realized the huge geographical difference between their problems in CHARIOT deployments, as opposed to those of the Italians and their MAIALEs. With Spain's tacit co-operation, The MAIALEs were parked "around the corner," so to speak, of The Rock, i.e. Gibraltar. They could take their to-work commute under their own power. (Not at Alexandria where they, too, had piggy-backed the midgets in containers aboard submarines. But was an only-once occasion.)

Fortunately for the Allies, the RN/Admiralty had covered their bets on the CHARIOTS which, in the end, could claim no better than two cruiser and three transport kills.

The way they'd edged their bets was by an early start on design and development of the now much publicized and displayed X-CRAFT.

A prototype X-CRAFT was tested as early as March 1942. It was finished by Vickers during July 1942, had an l.o.a of 43.5' and, at two knots, could go about 80 n.miles. If distance to target was not an issue, the midget could hit six knots surfaced and five submerged. In many ways, the 26 (actually built) X-CRAFT were "small" versions of the Navy's contemporary subs. They had proper scopes, sophisticated ballast systems et cetera. Their sizes were such that they accommodated a three-man crew plus two divers.

Special X-CRAFT features were their lock-out chamber and their potent armament, i.e. two four-ton charges carried on their port and starboard flanks. But still, to accomplish their task, procedures were nothing like a walk in the park.

First the X-CRAFT had to be towed to the vicinity of the target by a submarine, change crews, carry on under its own power, get the divers out, cut the enemy's nets, detach the monstrous charges, swim/float them over to the adversary's ship, attach them to her hull, set the timers and hustle back to (and into) their X-CRAFT. Try that sometime.

For the Tirpitz mission, much went according to scrip-much but not all.

On the way out to Norway, five out of the seven X-CRAFT were lost. Towing cables snapped; others just simply disappeared. Two made it to 'The Beast' one stuck its charges to her hull but the Germans hadn't spent time reading their zeitung. The divers were captured, questioned and kept aboard. The charges went off. Punctured the Tirpitz's hull in convincing fashion. Her boilers got dislodged, and at least one of her gun turrets got knocked off its circular track.



Trouble was: from the air... no evidence of damage. It took the Allies a good long while before they knew that Tirpitz no longer posed a threat to the U.S.S.R.-bound convoys. (Same happened with the "sunken" Queen Elizabeth in Alexandria. The RN successfully kept up appearances for what's known as 'a long time'.)

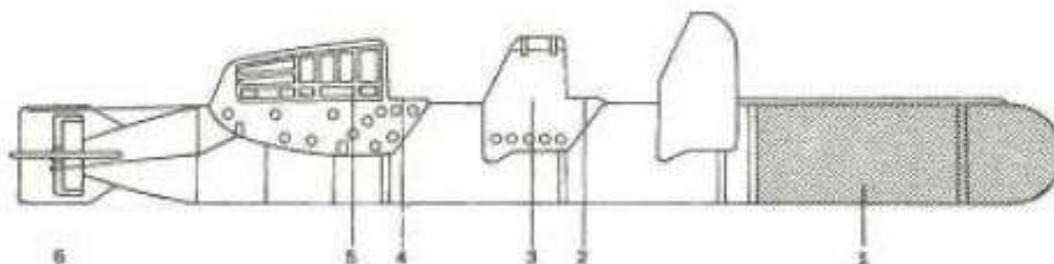
As mentioned, the RN took delivery of 26 X-CRAFT. But because of delays experienced with Vickers, it was decided to spread the work around. Five builders shared contracts. That's one reason for numerous variations among the two dozen plus copies. Here follows the (unrelated to quality) birth and death summary

Builder	No Built	No Lost
Broadbent	5	0
Markham	2	2
Marshall	6	0
Varley	2	0
Vickers	11	6
	26	8

Out of eight lost in action, five went down in the Tirpitz raid by accident--not German action. Few among the 18 remaining suffered humiliation at the breakers. Some became crew trainers after the war; others were dishd out to museums in England, Australia and elsewhere.

In total in war theatres, and all the CHARIOTS sank or severely damaged three transports and two cruisers. The X-CRAFTs' claim to fame, of course, is that they moored Tirpitz for all times. In addition, though, they also instigated the obsequies of three freighters, one floating drydock and, late in the game, a Japanese cruiser. More significant perhaps: Not unlike their German, Italian and Japanese counterparts, their existence kept the Kriegsmarine and the Imperial Navy on their toes, while both should have been employed in more crucial jobs.

**Chariot Two-Man Human Torpedo**



- 1. 600 Pound Warhead
- 2. Driver's Position
- 3. Ballast Tank
- 4. Assistant's Position
- 5. Locker (net cutters, ropes, docking gear)
- 6. Propeller and control surfaces

That latter aspect, in most ways, was the that midgets' overall greatest contribution to all the forces that operated them as a WW II weapon. That, of course, worked only in "The Good Old Days." In the present electronic age, the snowball's chance in hell would exceed that of the midgets by a long shot.

Next month, that will be July, after a 17-year coffee break, the Russian yards are launching subs again. After some delays with their new Balava missiles, the lead boat of their Borei-Class (Northwind) is in her sea trials. Will tell you "all I know" about it.

Romanus Unicum



# Old Wood & Rusty Iron

by MIKE CREASY

## Dread Nought

Why do we have a navy? After all, Ottawa is a long way from salt water, and navies are expensive! In the early days of British North America and the Dominion of Canada, the Royal Navy had ships at Esquimalt and Halifax to protect us and they did fairly well until the latter part of the 19<sup>th</sup> century when the Americans



again began pushing north. The American Civil War had ended in 1865, British trade interests were stagnating and Canadians were just beginning the long, hard job of nation-building. Britain had growing interests in South Africa and Asia, and the cost of maintaining the Royal Navy's position as the pre-eminent naval force in the world was rising steadily.

Disputes over the boundaries of western Canada had simmered on for years. The Alaska purchase in 1867 added yet another element, with Teddy Roosevelt threatening to send in the Marines unless things went his way. Politicians everywhere soon realized that Canada could not be defended – in a military sense - from the United States. Britain saw the advantages of friendly relations with our southern neighbour, and began to toe the American line (Canada's new Dominion status meant that Great Britain retained authority for foreign relations. This situation was still in effect in the early 1900s, meaning that Canada needed British permission to start a Canadian Navy).

Canadian politicians had been wringing their hands over the idea of a Canadian Navy for years, with some opposed (just send money to Britain to help with costs) and some in support (time to cut the apron-strings).

Then, in 1904, the Royal Navy announced that it would abandon its colonial bases and concentrate its forces at home. Hand-wringing reached a fever pitch – who would protect us against those dastardly Americans, imperialist Russians or rapidly expanding Germans with their new colonial ideas?

One reason why the Royal Navy decided to go home was the introduction of some radical new technologies in a completely new package. **HMS DREAD-NOUGHT** was so advanced that

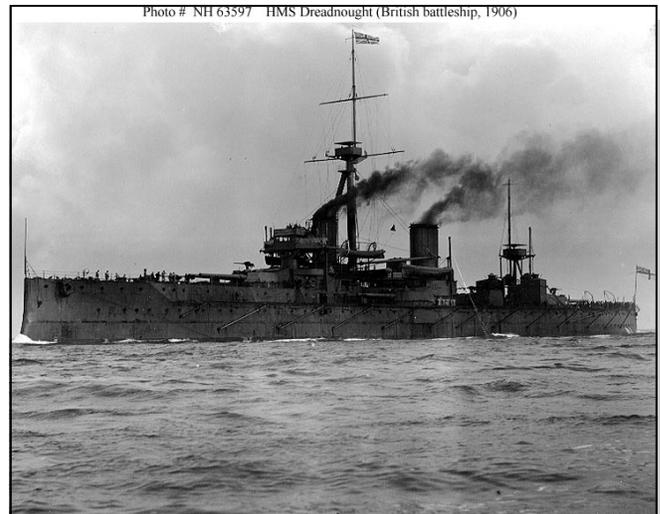


Photo # NH 63597 HMS Dreadnought (British battleship, 1906)

she made previous battleship design obsolete. Not surprisingly, The Royal Navy now had to replace its entire fleet of large capital ships – and quickly – since the Germans and the Americans were both planning to build some of the new dreadnought – type battleships. In order to do this, Fleet Admiral Jacky Fisher had to reorganize the entire Navy, closing unneeded overseas bases and focusing on the British Isles. Fisher's vision was that the Dominions and Colonies would send money to the RN, who would respond – kind of like a worldwide fire service – when troubles arose.

When the British Pacific Squadron sailed out of Esquimalt Harbour for the last time in 1905, it left behind some shore facilities and two small sloops, **SHEARWATER** and **ALGERINE**. Both were lightly armed, 204 ft steamers capable of 12 knots. Canadians now had to decide if this was, in fact, a country or merely a doormat for whomever wanted to use the land and its vast resources. The answer was unclear: a few guns were mounted on some east coast Fishery Protection cruisers while discussions with the mother country continued. Plans were made to develop the Fishery Service into a prototype navy but then, in true Canadian fashion, a scandal erupted over high-level corruption within the Department of Fisheries and Marine. A federal inquiry was

(Continued on page 7)



called, dragging things out for years. Conferences and policy sessions continued as Wilfred Laurier's Liberals struggled to find a politically acceptable solution. Finally, on March 10, 1910 federal legislation to establish a naval service was passed and Canada had the beginnings of a navy. Two old training cruisers (**NIobe** and **RAINBOW**) were offered on loan from the Royal Navy and a modest budget was established. Then, an election.... the new Conservative government of Robert Borden soon slashed the new Navy's budget and for the first four years of its existence, the Canadian Naval Service swung at anchor.



With the start of World War 1 in July 1914, **RAINBOW**, **SHEARWATER** and **ALGERINE** were all that stood between the west coast and Germany's modern Asia-Pacific Squadron under Admiral Graf von Spee, known to be on the loose somewhere in the Pacific. Captain Walter Hose took **RAINBOW** to sea with an untrained crew and training ammunition to seek a fight with the German Squadron – any of which could have blown the little cruiser out of the water before getting in range of her small guns. Fortunately, he never made contact but the point was made emphatically that Canada needed to be able to look after it-

self. While **RAINBOW** was away, the powerful Japanese cruiser **IDZUMO** arrived in Esquimalt as backup, followed a few days later by Jacky Fisher's fire service – the British cruiser **NEWCASTLE**. **NEWCASTLE** and **IDZUMO** headed south to chase von Spee once **RAINBOW** returned, and **IDZUMO** soon returned as a regular (and welcome) visitor to Esquimalt.

Today, the need for naval capability is stronger than ever. Coastal resource protection, environmental enforcement and deterrence against well equipped terrorists are just some of our Navy's domestic duties. Overseas activities with NATO and the UN give Canada the political capital we need to encourage other governments to do things differently and all these things require resources and support from Canadians. So the next time you see an Ottawa politician wringing hands over the cost of having a Navy, remind him/her of the lessons of our not-so-distant past.

- 30 -

#### Bibliography

Dreadnought, Robert K. Massie, Ballantine Books, 1991  
Canada's Navy: The First Century, Marc Milner, University of Toronto Press, 1999

## SPECIAL EVENT!

Ever wonder what like it would be to sail your boat in clean sterile waters? Well here is your chance and it is free to fathers with boats. A section of the Panorama pool will be roped off to accommodate RC Boats. At last sub mariners will be able to actually see their submarines as they dive to the depths of Panorama.

Model Boats in the Pool!

Sunday June 20 ( Fathers Day )

11:30 am to 1pm

Everyone Welcome

Come to the pool and check out the ships, boats, submarines, tug boats and barges! You can also bring your own remote controlled boat or submarine! Join the fun and cheer for the boat races.

Where: Panorama Recreation Centre

East Saanich Road at Forest Park Drive, North Saanich

**Free admission for fathers who bring boats.**

**Children \$2.50; Student \$3.75; Adult \$5.50; Senior \$4.25**

**All participants are welcome to stay after for our Everyone Welcome Swim from 1- 3 pm!**

**Contributed by Ernie Reid.**

**MAPLE BAY REPORT by MIKE CLAXTON**

I went up to Maple Bay to the Regatta and Wood Boat Festival Saturday and Sunday. **Bill Andrews** was there Saturday, **Rosemary and Doug Allen, Dave Denton on Sunday and Dick Gill** dropped by as well. The weather was all over the map, cloudy, wet, sunshine and not particularly warm.

I arrived on Saturday morning and was the only one with boats able to run - others were there but the radios were back at Ladysmith! **Ron (Burchett)** had returned on Friday from the ITS convention in Vancouver and set up his 30 x 40 pond for our use. He came down both Saturday and Sunday. We had two visitors on Sunday from the UK - came over with **Gary King** for the day and brought their tugs with them. Both days were pretty informal and allowed lots of free running in the pond - provided an opportunity for the younger boaters to use our boats and play around a bit. I think my two

tugs had more time in the water on Sunday being operated by them than by me.

**Mike Wright** had organized a bit of a barge towing course - out through the markers, back to the dock and try not to hit anything. **Dave Denton** ran the course with his new Z-drive tug and surprised himself with a 1st place finish, shared with **Michael Dean** from Ladysmith. He too was surprised as his Guardian tug had been used by others and wasn't sure enough power was left to run.

Two long days, ended up loading boats and docks before heading home. It's a relaxed setting, lots of people interested and asking a lot of questions, a few more boats would have been great. **Thanks to Mike Wright and Ron** for their setting up the weekend - Its unclear at the moment if this regatta will continue next year.

Here are some photos below:



Photos by Mike Claxton

### DAVE'S CORNER



Wednesday morning boating has changed location !!!!! It came to my attention that Langford was planning on filling the boat pond in with lily pads and calling it a frog pond. I took some of the regulars over to it and we looked the place over and felt that if we did not act now we could forever be in the lake, or groveling to get back into their good graces.

I got a hold of the councilor in charge of the situation, (I had his kids in cubs) and he said something to the effect "glad to have you aboard " the decision to do this was not done without some consultation with other club members. The plusses are as follows:

No swimmers, Good parking within 50 feet of the water, preserved usage as a boat pond, Storage area, and public exposure .

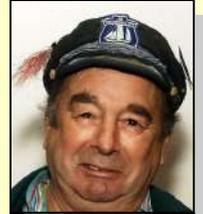
At the end of it all I was told that we could have usage of a chuck wagon ( for all non profit groups in Langford) and

then he said

" If you need any financial assistance ,just let me know and we will put it in the budget application in November " The thing is these people want us ( really want us ) to use this facility , go figure . I got in touch with **Mike Lesque** and said that there could be an issue with the summer growth of weed , he said I think we can keep that down to a dull roar.

To get to Eagle Ridge Pond you find your way over to Jacklin Road , turn right on Jenkins Road (across from Tim Hortons at Can West Mall) go down Jenkins Rd, turn right on Glen Lake road and you will see a pair of yellow gates ( I have the key for them) ,drive in, there we are. Hope to see you there.

**Dave Denton**



### FYI: SOUTH OF THE BORDER



- August 13/14/15 Crowdad Festival, Tualitin, OR
- August 21, Foss Cup, Downtown Park, Bellevue, WA (regatta/contest)
- September 4/5, Fall event Bellingham International Maritime Museum, Bellingham, WA



Thanks to **Mike Claxton**

### Naval Salute

As most of you know the VMSS is having a Naval Salute to the Navy on June 13 from 1000 hrs till 1600 hrs. I hope you all will attend the salute, with or without a boat.

As this is a large endeavor for the club and its members, we hope to start set up at 0830 hrs and we could use help from the general membership. We need to set up tents and tables, ropes and the pond for the event. So any help would be greatly appreciated.

The day will consist of a sail past at 1100 hrs, with a dignitary to take the salute. Then lunch. At 1300 hrs we have the first team event, refueling. Next at 1400 hrs is the mine laying/ depth charge placement. Then at 1500 hrs is the Blind Conning. These events will be judged for accuracy and timing. As these are team events, pick your partner and practice! I will provide the ships for these events so it will be fair and fun.

For the tug guys, your team events are to tow a tanker though a course with one boat in front and one astern. The next task is to park the tanker in a specific space. As before, your objective is accuracy and timing.

We hope that the events are fun and provide some interest for the public, but remember this is fun first and competition second. So let's laugh it up.

Some house keeping considerations. **First**, remember that people have put a lot of work into their models, so try to keep your vessels under control and let's keep the collisions to a minimum. **Second**, remember large ships need more room to turn and stop, so do not expect them to get out of the way. **Third**, the port and dock area is a slow area. Please respect this area, as your wake can cause damage to vessels tied up to the docks.

So let's all show up and have a great day of boating and fun.

**From the Naval Salute Team**

**Mark Giles, Chair**





## *My Mine Sweeper, the HMCS Cordova (MCA 158), Finally Hits the Water* By Jim Briante

I was the first one at Langford Lake on Wednesday June 2. The timing, carefully planned. Get there early, put the boat in the water and if it sinks quickly and quietly get back in the car and leave. By the time I got the boat in the water Bill Andrews showed up and I knew then that the trial had begun. It was not just my craftsmanship that I was worried about but also the performance of my newly designed speed controller driven two high qualities 30V Pittman servo motors. In no time the whole Langford gang was there watching. Was it time to eat crow? Well, as Craig had calculated my sweeper should weigh about 20 lbs to be close the water line and under 20 lbs (with no super structure) the boat hit the lower water line and did not leak. Bill handed me the transmitter. He wanted to see some action. The switches were thrown and the Cordoba started to move. I had spent an embarrassing amount of time lining up the propeller shafts and was pleasantly surprised that the Cordova actually moved very quietly like a submarine. In the mean time Rob showed up and after the cordial greetings Rob and Mark stared with the questions. What voltage are you using? What's the power at full throttle? Well, they wanted hard results not talk. So, out came Rob's watt meter. While Mark held the boat and Rob eyed the watt meter I leaned on the throttle. Wow, 7 measly watts, 3.5 watts per motor!



The next challenge is to complete enough of the super structure so it resembles a mine sweeper. If I'm lucky enough to not to be one of Ernie's hydro plane casualties next Wednesday at Langford Lake, the Cordova 158 will be there on June 13 for the Navy's 100<sup>th</sup> birthday celebration.

Comments or suggestions are appreciated.

**Jim Briante**

[jbriante@gmail.com](mailto:jbriante@gmail.com)



Photo by Jim Briante

### Shelbourne Shipyard

Been very busy these past few weeks at the Shipyard, or as my wife calls it, the dining room table. Work has progressed on three fronts. At the Battle of the Atlantic my Japanese sub Oyashio would not stay at the surface. I'd blow the ballast, it would surface then begin to sink again. It did make for some great bottom patrolling and luckily the water was clear enough to see it. I could not figure out the sudden change in buoyancy. Then I had a "D'oh!" moment. I had put in a new battery, same size but more capacity meaning more weight. So it's back to the test tank (bathtub) to re-trim for the Naval Salute.

The HMS Exeter has also been forefront in the yard. The bilge pump should be installed by the Salute. While at the Battle of the Atlantic, I noticed Dave Denton's ship had portholes on it. He said they were eyelets he picked up from Michael's. That looked a lot better than my black dots from a permanent marker so I am in the middle of adding portholes as well. I have learned that a black marker is not that easy to remove. I guess the name Permanent should have been my first hint. I found that by painting over it then wiping off with paper towel a few times dulls it enough that two coats of grey paint can sufficiently hide it. I will try to have as many replaced as I can before the Salute but I don't want to rush things.

That brings us to the pride of my fleet, the Happy Hunter. I have started the painting phase for several parts of the ship. I was unsure if I actually wanted a yellow boat but once the stacks were done, I liked it. I am ready to attach my main deck but I have to have all my electronics installed first. I was debating back & forth if I wanted to have a working crane or not. I decided to give it a try. Going to use micro servos instead of the motors & micro switches the instructions call for. Have to modify them first. It's not like modifying a regular servo, which I did for my anchor winch, but with the help of Google I'll figure it out.



Photo by Scott Munford

**Scott Munford**  
**Yard Master**



## 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](mailto:vmss@shaw.ca) **subject line: "PhotoContest Entry"**
3. Model ships and related topics only, please. **Limit of 3 (three) entries per person.**
4. **Deadline November 15<sup>th</sup>, 2010.**
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](mailto:vmss@shaw.ca)

**GOOD BOATING AND SHOOTING!!**



# BRAtt Debut



**Ron Burchett and Robert Allen.**  
Photos courtesy of Ron Burchett.