



The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada

vmss.ca



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

STAR WARS On the Pond?

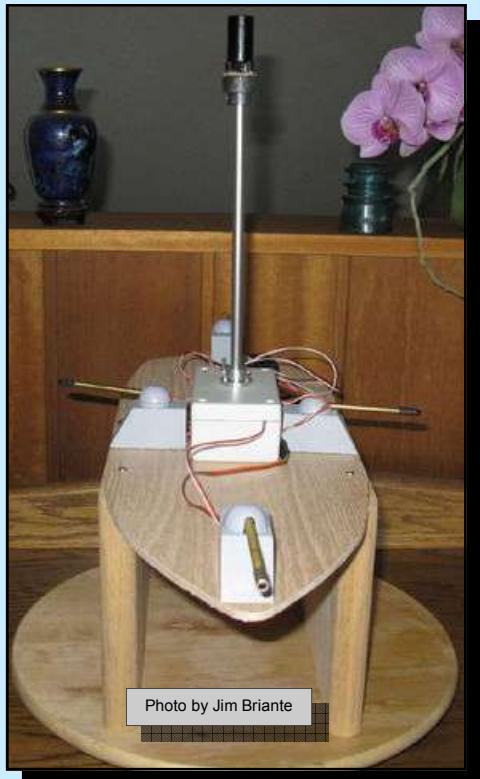
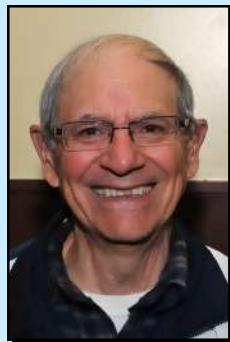


Photo by Jim Briante



The presentation for the **"Non Destructive Model Warship System"** is scheduled for Thursday 7:30pm, June 9 at the regular meeting of the VMSS (Garden City United, 4054 Carey Rd). No hockey on Thursday--see you all there.

Jim Briante



Victoria Model Shipbuilding Society

General Meeting – May 12, 2011

Call to order: 7:30 pm (20 members & 1 guest in attendance)

1. Welcome: **John Van't-Haaff Sr.**
2. Outreach: None at this time.
3. Club Finances: **Mike Creasy** reported we have about \$600 in chequing, \$2200 in savings and our \$7500 GIC. We also still have a few crests (\$10) and pins (\$5) left over for sale.
4. Upcoming Events: On Sunday, May 15th, **Dave Denton** has planned a Tug-O-Rama at Harrison Pond. **Dave Denton** has 3 events planned; all types of tugs are welcome. Start time is at 10am. Depending on the weather, a decision will be made that day whether to continue the event or not. Also on that day at 1pm, is the first of the Club Championship Sailing Series at Beaver Lake.
5. Open Forum: **Barry Fox** reminded everyone that our AGM in November is when elections are held. There will be some vacancies on the board so please consider running.
6. Show & Tell: **Jack Roseborough** had his Springer tug made out of steel, **Doug Dyer** brought his Salt Spring Queen BC Ferry, **Dave Denton** passed around his superstructure for his Springer tug he had laser cut and **Jerry Filippo** demonstrated his home-made plumb bob & making flood lights out of acorns.
7. Adjourn business portion & break
8. After the break, **Jack Lenfesty** won the 50/50 and **Bob Rainsford** won the raffle prize. The members then broke up into small discussion groups until the meeting ended.

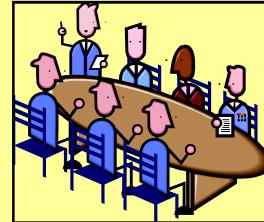
Respectfully Submitted
Scott Munford, Secretary



Executive Committee

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Vice-Pres: Rob Ross	598-4619
Secretary: Scott Munford	382-1673
Treasurer: Mike Creasy	888-4860
Show Coordinator: B.Andrews	479-2761
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Sailing Director: David Cook	388-5994
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Librarian: Don Meyer (Books)	381-3356
Publicity: Ron Armstrong	385-9552
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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.

BC Shaver & Hobbies

Garnet Rancier

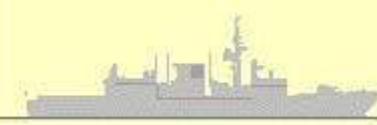
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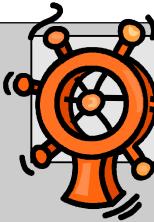
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The Prez Says...

Prez Says

Half way through the year already. For some it has been a busy year of building (and lots of that still going on) and for others it has been a busy year of sailing already.

Our planned Tug-O-Thon suffered from the weather last month but is going to be run again with the hope we have a drier and warmer day. But the good news is that there are more boats showing up on Sundays to participate at Harrison Pond so we hope to see them at the organized events as well and practice their skills and capability.

The sailing folks have kept sailing all winter and now that the weather is warmer all over, they are getting out to more places around the islands to compete. This past weekend saw the Western Regional Championship for the IOM class take place at Saltspring Island with VMSS capably represented by the **Davids, Cook and Taylor**. These events attract sailors from many different places, this time from as far away as Portland, OR. 22 boats sailed with about half of them from the US and the others from around here.

We have had our second session of having breakout groups for our meetings and I don't think this one was as successful. But after only two times it is early to say it isn't working. So we will continue to try it until fall and see what happens.

At this month's meeting we have a very interesting presentation from member **Jim Brante**. You need to come out and see what he has been doing. It is quite inventive and interesting.



The Binnacle



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

July 10th, Annual Strawberry Festival, Beaver Lake

August 14th, VMSS Commemorative, HYMP Sailpast



Meetings: Second Thursday 7:30-9:30
4050 Carey Road
Next is: July 14, 2011



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 19th, 2011



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

I'm going to take a little column space to remind you that November will be upon us sooner than we think. And by November we need to find some fresh faces to take on positions within the Club Executive. Not to over simplify, but none of the positions is extremely time consuming or hard to carry out. There is an excellent core of people on the Exec and help is as close as an email or phone call for anything. So consider putting your name on the list of nominees for the election this year and help your club continue to prosper.

See you at the meetings and see you at the lake/pond.

-Barry

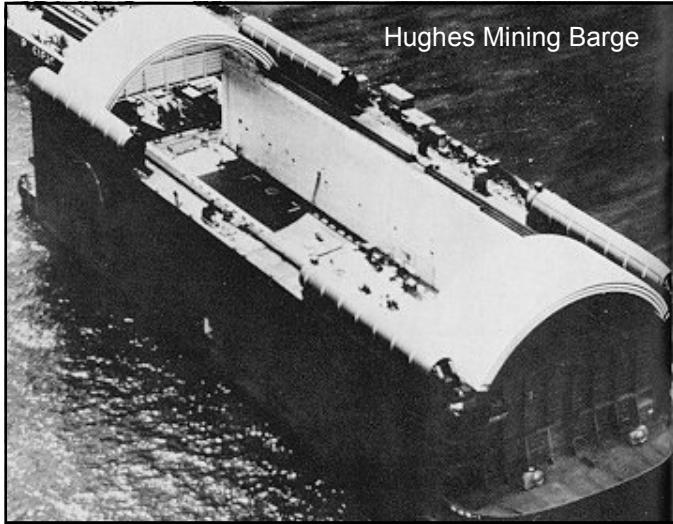




THE SUB SUBJECT

OWING TO ITS UNPRECEDENTED GOAL,

PROJECT AZORIAN'S principal components (lift ship, pipe-string and Recovery Vehicle) were given priority in this series of "Sub Subject" columns, but that should not detract from an appreciation of the Hughes "Mining" barge (HMB-1) that was designed and built for a vital role in the Project's plan of operation.



At first glance, the barge looks like a brutal, sinister steel box that must have kept a legion of welders in grocery money. Its 324' by 77' by 90' dimensions would have seen to that. But no. National Steel and Shipbuilding put out a quite sophisticated vessel that served two immediate functions. Job one: with its retractable, Quonset-shaped roof closed, it offered Lockheed space to assemble the RV (see May's column) in all secrecy and privacy. The RV would not pose for satellite photography. Next: it would transport the RV to shallow waters off Catalina Island, where the Hughes Glomar Explorer was moored. Came nightfall, all snorkelers and SCUBA divers off to bed or watering holes, a tug and support vessel took the barge somewhat offshore, anchored it at four corners, and gradually submerged it to where it would be below the lift ship's bottom. The HGE would then position herself so that the barge lined up with the wide-open moon pool gates. The lift ship too was anchored firmly. The lift ship's two docking arms were cranked down and, with the help of divers, connected to the docking arm's engagement studs. It was then raised high enough to clear the moon pool's closed gates, and lowered to stand on its four (later abandoned on the ocean floor) legs. The moon pool was then pumped dry. HMB-1 was towed back to Redwood's [Redwood City] moorings—telescopic roof shut.

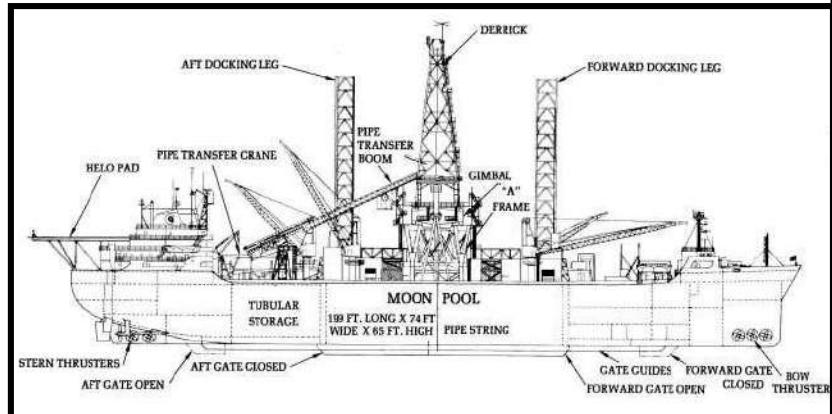
The described procedure may have been elabo-

rate, but how else could the RV be placed in the moon pool? The derrick, the pipe handling conveyor and about four smaller cranes were all in the way of anything that would be loaded into the moon pool from above. No, the submersible barge was just one more clever means to an end.

The barge itself was far more than what it may have appeared to be. It had a number of ballast tank—main ones and trim tanks—in its wing walls with an aggregate capacity to lower and raise the 4,585 tons of displacement, and do so while keeping on an even keel. The electronically (remote) controlled valves saw to that. But, in addition, it had four approximately 56' long air cylinders (2 port, 2 starboard) hinged along the sides of the telescoping roof. Upon submergence, these "columns" were raised to vertical positions. Their controlled buoyancy added to the stability during the barge's lowering and raising phases.

In HMB-1's initial planning, it had been intended to include an on-board crew. As time and design progressed, however, it was decided to have the straightforward operations of the roof's segments and the ballast system operated by remote control from the tow/supply ship. Coaxial, waterproof cables and other umbilicals were used to convey the commands.

Against all rumours and assumptions, HMB-1 stayed moored at Redwood City CA, while the Hughes Glomar Explorer went to her North Pacific target area. Upon the ship's return, the described loading procedure was reversed. The now damaged and legless Recovery Vehicle (once more hidden from view) was towed back (inside HMB's hold) to Redwood City. Upon its return, it is speculated that CIA personnel and Lockheed engineers paid more than casual attention to what the RV had suffered, and how it could be improved for the "next



time", i.e. Project Matador, which was cancelled because the press had blown the cover of the ocean mining story.

Upon a mental appreciation of the combined Project Azorian hardware/tool, one wonders how the

(Continued on page 5)

(Continued from page 4)

final configurations came about. Yes, one individual, Global's John Graham, may have had a lot of input. But even Graham had not been clued up on the CIA's intent for quite some time into the deliberations and negotiations. ASME took full cognizance upon its award to the Hughes Glomar Explorer. In its booklet, the Society singled out 10 major constructions—mostly pertaining to the lift ship. Who dreamt up all this, built it, and made it work? The idea of operating the Recovery Vehicle with pressurized sea water is an example. But the barge...that was something else. And not to overlook: the demand for utmost secrecy played a major role. The cover story, though, helped a lot. The barge had a roof because the "mining" machine was advertised as Top Secret. And roofs can hide a lot of things not meant for public viewing. The idea of bottom-loading must have come about as the only solution; the only alternative, so to speak.

Meanwhile, all of the contracted component builders had their own cadres of engineers—a main incentive for getting Sun and National Steel on board.

The moon pool is easier to understand. How else could any portion(s) of K-129 be accommodated?

The literature on Project Azorian remains silent on

the construction aspects. It could no doubt justify another book—if one isn't already planned, or published in trade circles.

Next month, some of the odds and sods that are worth knowing will be covered in the column. Most, if worked into the column's text, could have struck readers as tangential.

Following the July column, the Sub Subject's index is in for an update. New members may be interested to crank up their computers.

May all of you be blessed with a well-deserved salubrious summer.

Romanus Unicum



UNIQUE OFFER!

RON ARMSTRONG IS A DRAGONBOAT STEERSMAN AS WELL AS AVID SHIP MODELLER. THUS FOR THE FOURTH YEAR IN A ROW HE MUST MISS OUR SHOW AT THE STRAWBERRY FESTIVAL IN JULY BECAUSE OF THE ANNUAL NANAIMO RACES WHICH HAPPEN THE SAME WEEKEND.

THIS YEAR HE WOULD LIKE TO OFFER SOME OF HIS FLEET TO ANY MEMBER WHO DOESN'T HAVE A MODEL THAT IS WORKING, OR IS NEW TO THE HOBBY AND HAS NOT BUILT ANYTHING YET. THIS WOULD BE A CHANCE TO SAMPLE RADIO CONTROL OPERATIONS UNDER THE GUIDANCE OF EXPERIENCED HANDS.



RON WILL BRING THE MODELS ON OFFER TO THE JUNE MEETING. TO SEE THEM YOU'LL JUST HAVE TO MISS GARDENING OR BARBECUING FOR ONE NIGHT! LOL.

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!!

Old Wood and Rusty Iron

- by Mike Creasy

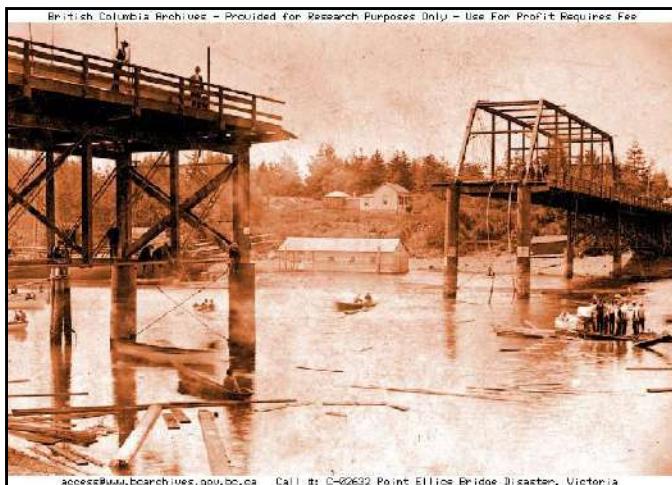
Sexy Spending!!



City Fathers (and mothers) have decided that the "blue bridge" must be replaced, before we have a replay of the 1896 collapse of the Point Ellice bridge, when 55 people were killed when an electric streetcar plunged into the Upper Harbour. An inquiry at the time held the City and the streetcar operator both at fault; the City was cited for failure to maintain the structure, and the operator was faulted for overloading the cars.

The Point Ellice bridge was built by the Province in 1885 to carry vehicular traffic only - mostly horse-drawn carriages and delivery drays. Rails were laid later, apparently without any consultations with the builders and without any effort to strengthen the structure. In 1891, it was turned over to the City.

Following the



disaster, the Consolidated Electric Railway Company went into receivership and was later incorporated into the BC Electric Railway Company, which was started in 1891.

The blue bridge at Johnson Street was designed and built by the City in the early 1920s. Financing was split three ways, between the Province, the City and the CPR (operator of the Esquimalt-Nanaimo railway). Since it opened in 1923, the City has had full responsibility for the operation and maintenance of the road bridge side, while some of the maintenance for the rail bridge seems to have remained with the CPR.

Approaches to the bridge were built to accommodate the rail alignment, resulting in that nasty little depression/curve on the western end.



Discussions about whether to repair or replace the blue bridge were often accompanied by tales of how rusted and weak the old structure had become. Steel flanges you could see through, lift machinery with 2 inches of runout in the main shaft, and other juicy stories. Support for the replacement idea was offered by a look at other structures built around the same time, which have fallen down or rusted away long ago. The Eiffel Tower (1889), the Empire State Building (1930), the RMS Queen Mary (1934), the Golden Gate Bridge (1937), the Brooklyn Bridge (1883), the Panama Canal (1914), etc, etc.

What's that you say? All these things are still with us? How can this be???

This isn't a problem that's unique to Victoria. Politicians everywhere have little interest in funding infrastructure maintenance. It just isn't sexy to approve spending money on things that are still working - much more exciting to announce the building or buying of something new, state-of-the-art, requiring lots of trips to far away places to see what it looks like. Maintenance can be deferred. If it gets too bad, we'll apply for the next big capital grant program to build a new one.

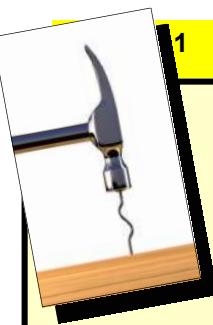
So, we're getting a new bridge to replace an old one. The new one should last a few years. Maybe longer if it's maintained like the Eiffel Tower....

Bibliography

Victoria Colonist archives

Twenty Nine Years of Public Service, BC Electric Railway Co., 1925 (online archive)

BC Archives



Library Plans

We have a lot of plans in our library , they cover all stages of marine development from sailing ship to present day. Some of our members have not returned plans, but I don't hold any ill will, *c'est la vie*. As a result some advertised plans are not available, make a request and I will see what we have.

Merrimack	Ranger Andes	Cygnus Bluebird of Chelsea	Celia May	
Pilot boat	Elisabeth Regina	Newport News	Boom boat	Pleasure Cruiser Life Boat
Golden Hind	Pleasure Cruiser	Moorcock	Glendyne	Lady of Ovenell Smit Singapore
Pleasure Cruiser	Ferry Spirit class	Fairsky Casablanca	Rode ZeeSchooner	
Pilot boat	Conarky	Ice Breaker	Cuttysark	Arkansas Queen of Alberni
Esquimalt Harbour	Annaapolis	Tug	Coastal patrol frigate	Beadle African Queen
Trawler St Laurent	Whaler St Catherines	James Sinclair	Forcefull	
Moorcock	M.G.B. Amethyst	Ships of the R.C.N.	Bras D'Or	Invincible
Wellington	Pegasus Adams Cutter	Peacock	Grenville	
York	St John Dreadnought	Heatherton	corvette	Intrepid
Ryhope Thunder	Marvell Bonnaventure	Tiger	Athabaskan	
Protecteur	Plans for weapons	Endeavour	Victory Le Hoche	Labrador
Monas Queen	Motor boat	Llandudno	Ranger Maine	st Laurent
St Laurent	Mackenzie	St CroixAnnapolis	Osprey Mathew	
Vosper St Louis Belle	Cleopatra	Chaperone	Cambrian Salvoperson boat	
Haida	Beaver Oriole	Ei Toro Delta Queen	Sun xxi	
Viking Iron gship	Sailing Dory	Minesweeper	Srague Moygannon	Robertson 2
Esk	Blue jacket	Knight of St . Patrick / Liberty ship	WesternRiver	Sea Knight
Day sailer	Mayflower	Camertonian	Ship of the line	Thunderbird Delta queen
Western River	Dilligence	Kuskanoak	Fastcat Aurora Explorer	Silver Slipper
Mission Boat	Life Boat	North sands ship	Escondido	Sporty Mucho Gusto
Brandle meyer	Thomas The Tug	47' Motor boat	Seaspan Champion Sudbury 2	Colombia Mission
Golden Hind	Sudbury 2	B.C.F. Fastcat	Rigging a clipper ship/ Butte	Astrid
Arcady and Talisman	Seaforth Conquerer	Al Khubar	135' offshore tug	Pacific side wheel train ship
Hydro small ferry	Trailer Princess Transfer # 3	Rail barge / Retriever	Gt. Lakes ferry	Spook
Aqua Riva	Escondido	Beagle British Coast	H.M.S. Rodney Louis Heloise	
H.M.S. RomperHarmony	Girl (tug)	Stealth frig	hydro	Fairy swordman
Skylark Cheetah	Skadaw D.E. Hildabrand	Whistler		Pool Racer
Kitty , Thames Barge	P.T. Boat	Upholder	German sub	U.S. sub Pug (tug)
British Harbour launch	Sicamous	H.M.S. Tabard	Minimum (sail)	Tanker Gato ,Balao
45'M.F.V.	Tally Ho	Moyle	H.M.S. Tanjanyka	Cassiar Armora
Princess of Vancouver	Louise Helleoise	Painted lady	Flower Class Corvette	Side Wheel Blockade Runner
Side wheel Tug	Margoletta			



As you can see there are many multiple entries, what should happen is we have a group evening and relist,fold renumber, write a small description of each . Do you think that will happen?

Dave Denton

(Continued from page 8)

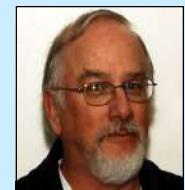
has pens you can put in place of the cutter and so you can do your style tests on paper and not waste good material. Once that was all in place I sat for awhile cutting out numbers. But now you have to get them off the material and onto the sails (and boat) with proper spacing and in a straight line.

To do that I taped a piece of wax paper over a ruled sheet that had my number layout on it with the correct spacing. I picked the numbers off the sheet and placed them on the wax paper so they were right. To get them off the wax paper and preserve the alignment I used some wide masking tape (generally it took a couple of strips to get enough width to cover the numbers) then peeled the numbers off the wax paper.

Then you get the numbers (letters, whatever) lined up on the sail and press them on. After that you carefully peel back the tape and get the numbers to stay behind on the sails and presto. Or you can go the sign shop and pay about \$40 per boat to get the vinyl style ones.

So the real message out of all this is to take a walk through a Michael's or some other store every now and then and see what they have. Sometimes they have exactly what you need.

-Barry





Shelbourne Shipyard

The hull is finally painted on the Hunter, save for a few touch-ups. I did not take a picture of her this month as most of the work being done now is detail oriented. If you saw it 3 weeks ago and then today, you would not notice much difference but is it there. I'm hoping that she makes an appearance at the August event at HMYP. I have no illusions of being complete by then but the hull should be ready to get wet.

Concurrently I am constructing a Lobster Boat (see photo). This kit was a gift for my wife, who wanted to experience the joys of building, but it was probably a little ambitious for her first boat. Santa may bring a more appropriate kit. The decks are being stained

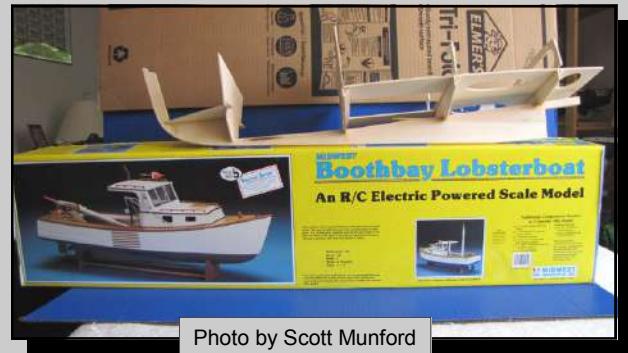
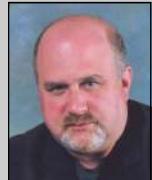


Photo by Scott Munford

right now. Easier to do before they are installed on the frame than after. Hopefully next month I will have a longer status update.



Scott Munford
Yard Master

It's All in the Numbers

For my new sailboat I wanted to use stick on numbers instead of the more normal hand drawn ones. The hand drawn ones are not that hard to do and they are OK when they are put on but you find out that, after a while, permanent marker ink isn't. Then you have to re-ink them and that is harder to do once the sails are mounted because you are always working around getting the sail to lay flat while it is attached to masts and booms.

The class of boats many of us sail has a rule requirement that the registered hull number for the boat has to be displayed on the deck. It turns out that you need to look around at some of the other hobbies and they have some neat technology available that transfers nicely for some of our needs.

Years ago I borrowed a machine from my niece to make those smaller deck numbers. It is called a Cricut

and it is used by folks who are into scrap booking to cut out cardstock letters and shapes. The one she had at that time was limited to using 6 inch wide material and the size of the fonts available was limited to around an inch or so. But it worked for the deck numbers as they are just under an inch in size and it turns out the blade cuts vinyl sign



Barry's newest fastest race winner!

material just fine. At one time I made a bunch of those for a lot of the boats that were being built at the time.

As is often the case with these things, the machine was improved and the newer ones can handle material that is a foot wide and the size of the characters is easily adjustable up to quite large sizes. Sail numbers for our boats have to be around 105 mm (close to 4 inches) so this new machine has possibilities. There are also a lot more font varieties available so you can go for a particular look more easily as well.

So now I have access to the machine and I already know they will cut the sign vinyl. But I want to make my sail numbers from the sticky back Dacron we use for deck patches as that is easier to take off later if needed and I think it looks better than the shiny vinyl. With a bit of experimenting I found that the pressure on

the cutter is also adjustable and soon found the right pressure to cut the Dacron cleanly.

A bit of fooling around to arrive at the size needed and also a type style I liked for this boat and I was ready to go. The trial of type style was easier with this machine as well as it

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