



The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss.ca



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters



LANGFORD NAVY ON MANOUVERS...

PHOTOS BY Bill Andrews



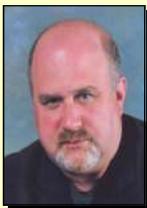
DARING RESCUE FROM THE DEPTHS...happy Steve!





Victoria Model Shipbuilding Society

General Meeting – February 10, 2011



Call to order: 7:30 pm (26 members and 1 guest in attendance)

1. Welcome: Guest **Bob Hughes** and new member **Roger Duckett**.
2. Outreach: **Bob Rainsford** reported that Doug Allen is feeling a little better. Ron Armstrong mentioned that former member **Nels Coombe's** Alzheimer's is getting worse.
3. Club Finances: **Mike Creasy** that we now have 51 paid memberships. Donations from the Westshore Hobby Show totalled \$145. If any member has a question about the club's finances, Mike will be happy to answer.
4. Upcoming Events: Frosty Fever takes place on Sunday, February 27th at Beaver Lake. Start time is 10:30am.
5. Open Forum: **Barry Fox** asked for help in organizing some powerboat events this year. Also, the club would like to build a new table at HMYP. All members were encouraged to view the plans at the break and place their vote to proceed or not. Starting next month, the club is going to try a new format for some of its meetings. After the break, we will form small groups to discuss various topics. Bill Andrews thanked everyone who volunteered at the Westshore Hobby Show.
6. Show & Tell: **Dave Denton** showed us the progress he's made on his Stern Wheeler. **Graham & Miller Smith** had their Boom Boat. **Ron Armstrong** unrolled all the plans he's donating to the club.
7. Adjourn business portion & break
8. After the break, **Nick Berben** won the 50/50 and **Alex James** won the small cutter. A Star 35 sailboat w/radio was up for auction with **Dave Denton** having the highest bid of \$35. **Bill Andrews** revealed that the members had voted in favour of the new table for HMYP. **Steve Ecker** than gave a demonstration on waterproofing your hull.

Respectfully Submitted
Scott Munford, Secretary

2011 Executive Committee

<i>President:</i> Barry Fox	294-0350
<i>Vice-Pres:</i> Rob Ross	598-4619
<i>Secretary:</i> Scott Munford	382-1673
<i>Treasurer:</i> Mike Creasy	888-4860
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<i>Parks Liaison:</i> Mike Claxton	479-6367
<i>Sailing Director:</i> David Cook	388-5994
<i>Librarian:</i> Dave Denton (Plans)	478-1800
<i>Librarian:</i> Don Meyer (Books)	381-3356
<i>Publicity:</i> Ron Armstrong	385-9552
<i>Director@Large:</i> Dave Denton	592-6866

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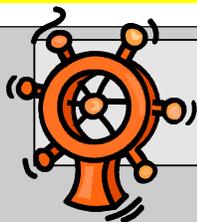
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The Prez Says...

Prez Says

As you may have heard, either here or at our last meeting, we are going to try to “mix it up a bit” at March’s meeting and maybe a few others through the year.

After we get through with the regular things at the meeting we are going to break up into some smaller groups to see what we can do about helping each other out more or just sharing some special interests. Should be fun to see how that works out.

For this first session there will be, at least, a group to look at plans and how to use them to get started on your first, or next, model; a group to look at some power boat activities, and a group to talk about sailboats (building, rigging, sailing, racing or whatever). Someone has spoken up to be the leader for this first session but the idea is that they become self sufficient and not need a fulltime leader of chairman. They are supposed to be informal, discussion based kinds of things.

It may take a time or two before we get settled in but let’s give it a decent trial first.

The regatta that I bragged about last month had to be pushed out a couple of weeks. If you looked (or went) outside a couple of weeks ago you saw the cold weather, stiff breezes and snow. All of that added up to Beaver Lake being frozen from shore to shore. So it is moved out to this weekend, March 13th. It will still be the first official regatta in this area this year and we have a few more out of town-ers coming now so the entry should be decent and the quality of boat and sailor is going up.

I have heard that a few different people are “working” on some type of power boat skills type of events. You may recall that I asked for a few people to get together as a team to do this kind of thing and I have to say the response was near zero. So if a few of you are pursuing something, that is good. But let’s do it together and do it once. I have heard (low powered radar only) that someone wanted to find a new venue to do this kind of thing, that someone was going to build a bulk carrier type boat to be used in towing



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

13 March IOM: ‘Frosty Fever’ 10AM, Beaver Lake



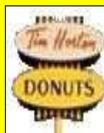
Meetings: Second Thursday 7:30-9:30
 4050 Carey Road
 Next is: April 14th, 2011



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 March 13th, 2011



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

contests. All that can be very good but that little information has me asking many questions. What is the target audience size of tugboat that we are going to do the towing with? What are we going to make the course out of? What will a typical course look like? Where are we going to store all of this stuff? Who is taking on what parts of making this happen? It doesn’t require a complex project plan to make it happen but it does require just a little coordination. So either phone me, email me or talk to me at the next meeting (s) and let’s get those interested together so that we don’t go off in too many different directions. The club can support the organization of these kinds of events quite easily but I am pretty sure we can’t support 3 or 4 different ones that aren’t coordinated at all.

Down off the soap box and back to building. I’ve got the hot new sailboat to finish!!!

See you at the meeting, and on the water.

-Barry





THE SUB SUBJECT

AFTER MONTHS' OF READING, FOR WHICH **MIKE CREASY** LIGHTED THE PATH, AND PHONE CALLS TO PLACES LIKE Ayers, MA and La Mirada CA, I'm ready to give an initial report on a spectacular CIA project, dating back to 1968-1974. The Agency ("The Office") wanted to raise the Soviet K-129—a nuclear armed diesel-electric submarine—a Golf II in NATO speak. To start with the start: K-129 cast off from her Petropavlovsk [<http://en.wikipedia.org/wiki/Petropavlovsk-Kamchatsky>] base on March 1, 1968. She set an easterly course to take her along the coasts of Alaska, British Columbia, Oregon and California. That didn't quiet happen.

Days into the patrol, the boat failed to contact Fleet Command, in Siberia. With Soviet iron-clad rules in mine, that raised an immediate and serious alarm.

While that was going on, the Albert J Meyer, [<http://patriot.net/~eastlnd2/Myer.htm>] had recorded acoustic signals of a sequence of explosions, as early as during the night of march 10-11. Through intelligence analysis, it was readily concluded that a U.S.S.R. sub had come to grief in the North pacific, approximately 1,750 miles north and west of Pearl Harbor.

Not many days passed for the Soviets to launch a massive flotilla of search vehicles: one nuclear sub, four diesel-electrics, 36 warships and auxiliaries, plus numerous long range patrol aircraft. The boat and 98 lives were at stake.

The search was pursued for a full month, until May 5. Not a speck of evidence. No oil slick; no flotsam. They withdrew empty handed, with much less fuel on board than at the outset.

With all interference gone, Naval intelligence headed by David Packard (of Hewlett-Packard in younger years) knocked heads with the CIA. The Agency needed little prodding, but lacked in uncommitted budget. On the other hand, the navy's war chest was in good shape. All that was needed now, before getting in "deeper" and taking their surmises higher, was the evidence that a physical search might yield.

It had been established already that the recorded explosion signals had come from a Golf II submarine, and that two out of her three Serb missiles had fired, but hadn't left their launch tubes. Cause unknown, not critical.

Still, despite the boat being seven years old, Navy and CIA considered it worth much cost and effort to pursue a salvage scheme, soon named PROJECT AZORIAN. These were the main goals:

- A Serb-Class R-21/SS-N-5 missile
- The nuclear-tipped torpedos
- The missiles' launch system
- The code book(s)
- The code-decode machine
- Navigation equipment
- Countermeasures system(s)
- Correspondence and message logs
- Metal quality and welding methods

An admittedly comprehensive list of both hardware and intelligence. It didn't leave much for the trash-can.

Getting it would take much more than wishful thinking. It would take hard evidence to gain interest from higher up Federal Government circles to gain the green light on an at least preliminary basis.

To convince always present potential opponents, the proponents fell back on this old chestnut: "A picture is worth a thousand words", so NI and CIA set out to locate and photograph K-129's wreck.

The Navy's submarine, Halibut, [http://en.wikipedia.org/wiki/USS_Halibut_%28SSGN-587%29] had been converted for spy missions. She could tow two "fish" [side-look sonar] on cables long enough to maneuver the torpedo-shaped capsules down to 20,000 feet.

Halibut sailed a grid pattern of the area, located the wreck and snapped about 20,000 pictures, out of which 9,000 were useful in the as yet to be designed salvage tools.

That led to preliminary clearances which enabled the proponents to go shopping for private contractors. Few were considered eligible in hauling up at least part of K-129 from 16,500 feet

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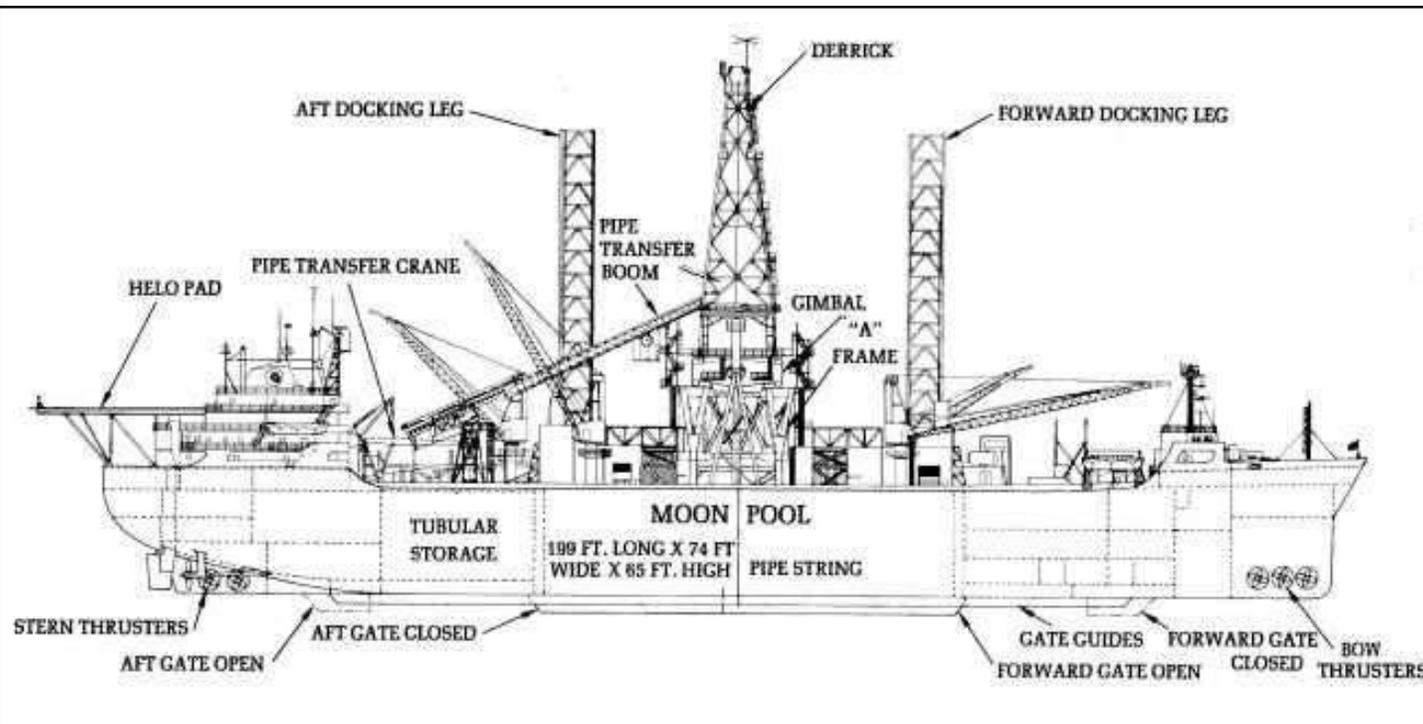


(Continued from page 4)

(3.125 miles) down in a temperamental ocean—July and August offering the sole weather window.

Under forever great secrecy, Global Marine Inc. was given the main contract. They had drilling-ship experience. Global’s chief naval architect, John Graham, developed an outline plan, involving a lift ship that could gradually assemble a three-mile plus pipe string, to which a recovery claw CV [Capture Vehicle] was to attached. All this was to be monitored

The barge first served Lockheed as a place to assemble the claw. Carried inside the barge, ready for testing, with the retractable roof shut, it was towed out to clear, shallow waters of Catalina Island, to rendezvous with HE. Under cover of darkness, the barge was moved under the opened bottom of the pool. Its roof was fully retracted. The ship’s two docking arms were lowered nearly 100 feet, moved inward to connect with the claw. The barge was towed off, the docking arms retracted, the pool’s bottom “gates” closed, and



and operated from the lift ship with a derrick on top of her mid-ship 199 foot long “moon pool”.

For the life ship, Global Marine turned to Sun Shipbuilding in Chester, PA. Howard Hughes was the official client, and the ship was to serve as a seafloor miner. No one as much “knew” the U.S. Government. Quite conveniently, the bevy of Hughes corporations also cast the 30 foot pipes and developed their on-board handling system. Lockheed Ocean Systems built the ferocious looking Recovery Vehicle. It had eight articulated beams and was hydraulically powered by pressurized water, pumped down through the hollow pipe-string from the Hughes Glomar Explorer’s pair of pumps.

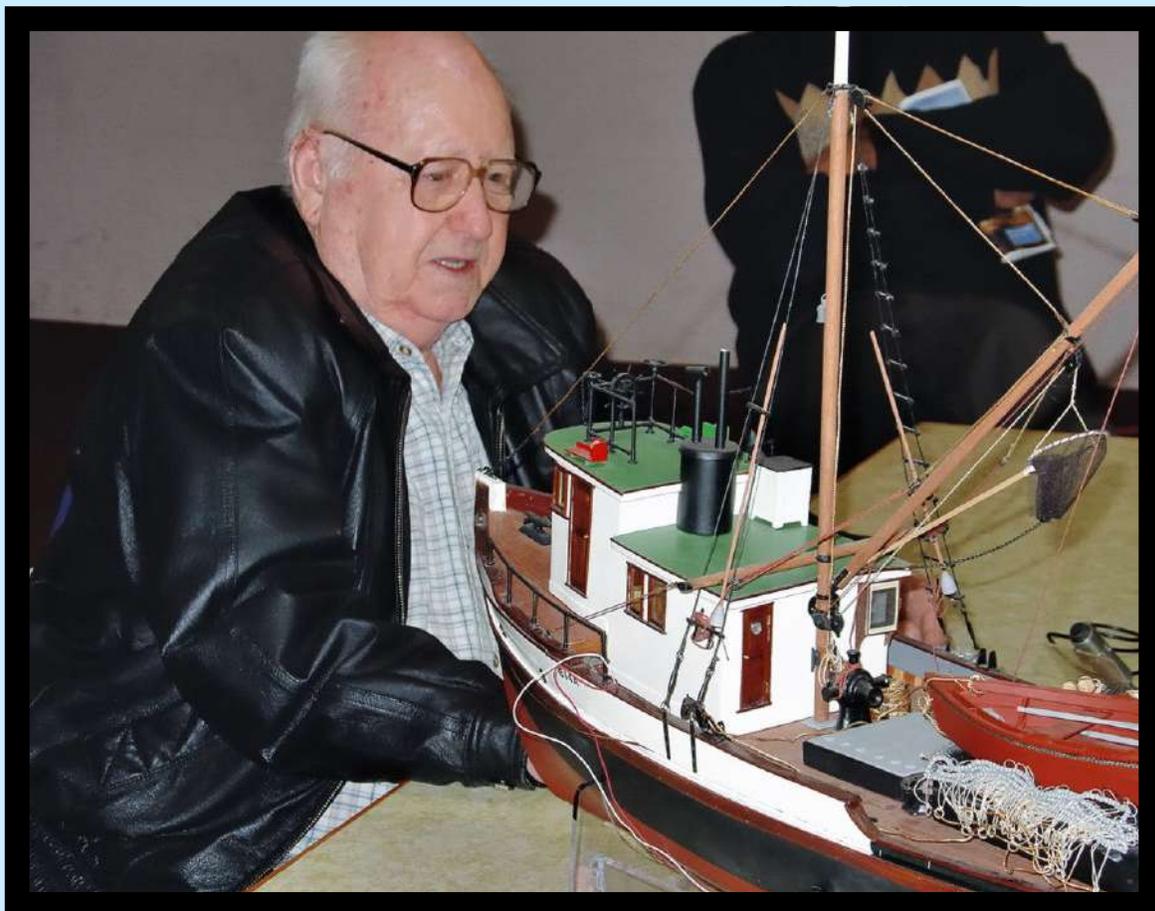
To get the CV into HGE’s “moon pool”, required a submersible barge, the HSB-1.

the pool was pumped out—an elaborate but necessary procedure for the claw to get by the pipe-string handling derrick that roosted smack-dab atop of the pool’s 199 foot length.

With details to follow, all this happened next: following ±1,500 hours of equipment and maneuver testing, HGE set sail for the Target Area on June 21, 1974, anchored electronically, got the claw to grab the 136 foot section of K-129’s hull that the CIA was after and, 25 minutes after midnight on August 1, the Lift Log Book recorded, “Legs OFF-ON the way up. (The “legs” referred to the CV’s four expendable legs that had helped to free the wreck from the ocean floor).

All went well until, at 6,720 feet up, the prey shifted in the CV’s grasp. Some arms broke off, and

(Continued on page 8)



ROBERT DOUGLAS ALLEN
1929—2011

THE BOSUN'S CALL SPECIAL EDITION

February 2010



ROBERT DOUGLAS ALLEN'S OBITUARY

Robert Douglas Allen (Doug) was born in the municipality of Point Grey on February 25, 1929. Doug pretty well left home when he was 12. He used to hang around the Fraser River - The North Arm around Steveston. He was playing with an old skiff one day when down the dike walked four big men and said, "No more kids are going to drown in this skiff" and smashed it to bits. That was Doug's introduction to the Hoeys, a large Irish family of boys, uncles and dad - all fishermen. Their two youngest brothers around Doug's age, had drowned playing with the skiff. It left a large whole in the family and there was Doug floundering. They took him under their wing.

His first job was livering dog fish at 50 cents a 5 gallon can for Norman. It was war time and the liver oil was valuable. Then when he was 13 he was hired as cook and deckhand on Charlies' boat which was a collector. They were honest, hard working, and kind, and taught Doug well. He spent most of his life on the water fishing, towing, dredging and Marine construction. We moved to the Island in 1968, bought a Marina and sold it after 5 years and moved to Cobble Hill where Doug built a saw mill. The saw mill was hydraulic, one man operation. The carriage was run by a pump that turned the turret on a Sherman tank. Doug new the weight he wanted to move and the speed he wanted - it worked like a charm.

Doug was a builder and a dreamer. He built a dredge, drew and built his own tugboat, fishboat, 2 pleasure boats, a power barge, and our 3 houses.

When he couldn't do heavy work anymore he started building model boats. Early fish boats from his youth two that were owned by the Hoeys, and tug boats. He had finished 35. Many are in Museums for all to enjoy. He is survived by Sons Bob and Gord and wife Rosemary. We will miss him.

the most valuable 98 feet fell back to the bottom. Yes, what was left did yield the nuclear-tipped torpedos, the notebook of a young nuclear engineer, six still recognizable bodies, miscellaneous personal possessions and ... the boat's bell. It had rolled forward from its designated place near the sail.

Personal conclusion: it was a tremendous piece of engineering, and an incredible achievement that the cover story had held for such a long time.

Starting with the Binnacle's April, several columns of details will follow regarding the equipment, procedures and the possible cost.



Photo from:

http://en.wikipedia.org/wiki/Project_Azorian

Video available from:

<http://www.shoppbs.org/product/index.jsp?>

[produc-](http://www.shoppbs.org/product/index.jsp?)

[tId=10798026&cp=&kw=azorian+dvd&origkw=azorian+dvd&sr=1](http://www.shoppbs.org/product/index.jsp?)

Romanus Unicum



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!!



Shelbourne Shipyard

Currently my attention is focused on two fronts, the first being Fleet Repair & Maintenance. My sub is getting some much-needed minor repairs and touch ups. New motor mounts are on route from Central Canada to upgrade the running gear in the 'Pacific Birch'. As stated in an earlier article, I purchased Graupner 400's for it. 'HMS Exeter' needs one patch for a botched bilge pump install and my sailboat just needs the dust removed from it and battery charged. The warmer weather & sunnier days has fuelled my resolve to get something in the water sooner rather than later.

Most of the repairs on the 'Happy Hunter' from her Hobby Show debut have been dealt with. Presently I am in the stages of painting the hull. Once completely painted, it will give me some sense that the end is in sight. As if I didn't have enough projects on the go, resuming work on the Midwest Lobster Kit that was purchased several years ago. Also considering getting a small tug for running in the pools at the Hobby Show & Saanich Fair. I realized that my current fleet is too big & awkward for that purpose.

The Shipyard Owner (my wife) has brought in a hired gun to oversee my work. My schedule & budgets are being questioned. The new Project Manager has an impressive resume. She was an employee of Saint John Shipbuilding during the Frigate Program. Well, we do things a little differently here on the West Coast. A wildcat strike is a strong possibility. I'll keep you posted.

Scott Munford
Yard Master

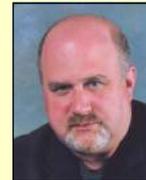


Photo by Scott Munson



Awards Notice

The club has created a **“Best New Build”** award to honour the skill & craftsmanship of its members. There are four categories to choose from: Sail, Work, Pleasure and Military. If you would like to have your ship considered for an award, you must bring it to the AGM in November for presentation to the General Membership, as it is they who will vote for the winners in each category.

Your ship can only be entered in one category and only once in its lifetime. It must be complete at the time of presentation and be a current project. You cannot enter a boat you completed several years ago. The Award Presentation for the winners will be at the Awards Banquet in December. We would encourage the winner of each division to bring their ship to the Banquet for display.

To add some fun to that night, we have also created an award for the other end of the spectrum, the **“Bent Prop Award”**. This will be awarded to the person or people who have the best crash, or boat sinking or something along those lines for the year. To paraphrase a common quote “if my boat sinks and there is no one around, will they find out about it?”. You bet we will.

So, Good Luck and Good Building. I expect to see lots of boats to choose from in November.

Scott Munford
Awards Committee



For Sale:

The original hot rod tugboat. It is a Vac-U-Tug kit with a 27 turn motor from an RC car in it. If you have seen it on the water you know it is just a blast. It comes complete with a 6V gelcel and an Airtronics 3 channel radio that can be either a 27 Mhz set or, by switching modules, a Spektrum 2.4 Ghz. It is very water proof and can be run quite sedately if you just hold back on the urge to punch the throttle. Turnkey and ready to shake up the pond. \$100 complete.

Contact Barry Fox

Update on January guest speaker...

Following up on the excellent presentation we had from Jim Blackwood at JB's Paint and Body, Adrian Harrison stopped in to see what they might suggest for use on one of his sailboats and says that the service and information he received was terrific. He bought some samples to try out and in doing that he opened an account for VMSS so that we can get a discount.

So if you go there to pick up anything tell them you are with VMSS. You still have to pay, it isn't a charge account but you do save.

Barry

JB's Paint & Autobody Supplies 3340 Oak Street, Saanich, BC V8X 1R1 (250) 361-9136

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We will miss you and your mentoring, Doug...