

# The Binnacle

http://members.shaw.ca/vmss

Yahoo! Newsgroup: VIRCB Vancouver Island Radio Control Boaters Victoria Model Shipbuilding Society 303-2151 Haultain St Victoria BC V8R 2L8 vmss@shaw.ca

# ON THE HORIZON

## INFORMATION ON UPCOMING EVENTS

May 20-21 Maple Bay Marina Wooden
Boat Show Also Shop n Swap

Two ponds! Maple Bay

All June Sidney Museum Display

June 8 Regular Meeting—bring your current

project and a cup of coffee and be prepared to socialize!

July 22 HARRISON POND BIRTHDAY

PARTY

July 9 Strawberry Festival, Beaver Lake

Sept 3 -5 Saanich Fall Fair



MEETINGS: Second Thursday 7:15-9:15
313 Brunswick Place Next is June 8



POWER: Sundays 10 – 12 Harrison Model Yacht Pond



SAILING: 1st and 3rd Sundays 1 – 3 PM Beaver Lake Next is May 21 and Jun 4



**LANGFORD LAKE NAVY** Wednesdays 9:30 Langford Lake



# From the Bridge

Battle of the Atlantic. Wasn't that a splendid day? It didn't start out on a very high note, but we

all did our duty and trudged down to the pond and there was Bob, tables set up, tents up and a smile on his face. Everything went steadily uphill from there. We had the traditional sail past and Thank You To Those Who Served, followed by Tug Boat Frolics. After lunch sail boats prevailed. Some very significant races, we saw Mike Woodley win his first race against some of the fastest yachts in our club, Congrats Mike. The next event we should do our best to attend is the Maple Bay Wooden Boat Festival. I will be there on Sat the 20 .This has always been a fun event with no responsibilities, except to have fun. Sunday the 21st is sailing at Beaver Lake.

I talked with many interesting people today, this is a good venue to pick up new members. One person in particular was Terry Loeppky who is connected with the Lantern Festival. He suggested that we would be a significant addition with some lighted ships on one of the lakes in Beacon Hill Park. Something to think about. Until next time K.Y.A.U.

Dave Denton



Battle of the Atlantic Sunday Regatta M. Woodley

# Harrison Model Yacht Pond improvements Update

On May 5th your HMYP Committee (Mike Woodley, Dave Denton, Ken Lockley, Ron Hillsden and Bill Sturrock) met with the City Parks staff and they showed us the plan they have developed for Holland Point Park. We are very encouraged that the plan incorporates many of our suggestions. We will see improvements over several years as their budget allows and we can help find some funding from grants.

We stated we would like to see these first: an unloading zone, a new path from the loading zone to the pond, a storage box, boat tables (which we will be providing when the design is approved), electricity, and a drinking fountain.

Improvements to be made over a longer term are a bike rack, three new benches, thinning invasive species in two locations, pruning some overhanging trees, access for wheelchairs and identifying signage.

# Victoria Model Shipbuilding Society Regular Meeting – Minutes

The President welcomed new members Ernest Reid and Doug Brierlev.

Plans were reviewed for upcoming events including the May 7 Battle of the Atlantic regatta, and the Powell Cup events.

Following the break, members participated in Swap 'n Shop 'n Chat.

Respectfully submitted,

T. Pound

Secretary-Treasurer

# Supplier News.

**Huber's Trophies and Awards,** our trophy supplier, has just purchased a laser cutter. Jeff says he would like to experiment with various materials and drawings, so if you have some model ship parts you would like cut by laser, see Jeff at 350 Burnside Rd E 383-0848

An ad in the Burnaby Assn Marine Modellers newsletter states that **J.N. R/C Electronics**, a Hitec warranty shop, will repair radios. They are in N. Vancouver 604-924-7477 or john7227@telus.net

# 2006 Executive Committee

President :Dave Denton		478-1800
Vice-Pres: David Taylor		652-6480
Secretary/Treas: Tom Pe	ound	595-6487
Show Coordinator: Bill	Andrews	479-2761
CRD Liaison: Ken Lockl	ey	477-5830
City Parks Liaison: Mike	Woodley	598-8379
Editors: Ron Hills	den	479-5760
Bill Sturro	ck	479-0239
Quartermaster :Bob Rai	nsford	383-2256
Entertainment : Mike Cla	xton	479-2258
Mike Cre	asy	658-1731
Librarian :John Gough		479-1843
Publicity: Jack Ross		478-3191
Director at Large: Ken S	cotten	472-6187
Director at Large: Derek	Woollard	658-1150



# VMSS MODEL BOAT PHOTOGRAPHY CONTEST

OPEN TO MEMBERS OF ANY MODEL BOAT CLUB

#### Just a few Rules:

Maximum of 3 entries per amateur-photographer/member: PRINTS only!

Print size: 4 X 6 to a maximum of 8.5 X 11 inches; may be colour or B&W inkjet on any paper (or commercial prints), but, please, no mattes and no frames and especially no glass!

Must have member name and club name on the back along with signed consent to use in our VMSS calendar (see below). Entries will not be returned.

4. Model ships and related topics only, please.

5. Deadline November15th, 2006.

6. SNAILMAIL or courier or in person to VMSS Binnacle Editors, Photo Contest,

Victoria Model Shipbuilding Society 303-2151 Haultain St Victoria BC V8R 2L8

7. Judges decision final; prizes to be announced at a later date in the Binnacle.

8. **NOTE:** It is intended that the top 12 BEST entries will be used in our VMSS Calendar for 2007. Those photographers will be requested to supply their entries in digital format (JPG).

Questions: email to: vmss@shaw.ca

**GOOD BOATING AND SHOOTING!!** 

## A Tip re: Antennas

Received in response to Barry Fox' Article last month

Barry, regarding your article on Antennas, here in Hamilton Ontario what we do is find a piece of cardboard that has the holes between the outer skin and the inner skin and we thread our antenna wire through these hole and as long as we do not double back on the wire we have no problem with radio interference. We then use double face tape to mount this cardboard as high as we can in the hull. Just thought this tip might be of help to your club.

Doug Grinyer
President Confederation Marine Modellers

#### Powell Cup Spring Event Results Great day sailing! great weather, friends and high winds. **Powell Cup Standings:** Dave Denton 44 points 2<sup>nd</sup> 32 Barry Fox 3rd Ron Hillsden 24 4<sup>th</sup> 23 Scott Ringrose Ken Lockley 23 6th Mike Woodley 20 **Bob Rainsford** 18 8<sup>th</sup> Don Mills 16 9<sup>th</sup> Lois Lockley 6 10th **Ernest Reed** 5 Racing Program in the afternoon: 1st fleet 2nd fleet 12 points Scott Ringrose **Bob Rainsford** 14 points 2<sup>nd</sup> 2<sup>nd</sup> Dave Seager 13 Dave Denton 17 3rd 27 Lois Lockley 3rd Dave Taylor 18 4th 29 Barry Fox Mike Woodley 29 Ron Hillsden 32

# VMSS Newsletter Article Writing Contest Open to any VMSS Member

In the interest of promoting new articles and encouraging new authors for this newsletter, Bill Birch has offered to award a prize of a book to the best new article written and published before the November Binnacle.

The rules are simple—the topic will be marine related and be about 1,000—1,500 words. The judges will be your editors and our favorite contributor, Romain Klaasen.

So warm up those pens and keyboards, folks! You idea or story counts. We can help with grammer and spellin and other stuff like that.

Ron or Bill will gratefully accept your submissions, or you can e-mail them to vmss@shaw.ca. Any marine related story is good, as are tips or instructions for anything related to model building—research, techniques, you name it!

We are looking forward to your articles! Your Editors.

# THE SUB SUBJECT

Upon further researching MIDGET SUBMARINES and related weaponry, it was found that Binnacle space could not begin to accommodate the full topic in any meaningful depth. Therefore, this month, only the German effort will be highlighted.

Although first one and later two German engineers had presented the Kriegsmarine with concepts and preliminary plans for midgets as early as 1941, the highly conservative brass showed not a scintilla of interest. At the time, they considered their impressive armada of battleships, cruisers, Frigates, PT-boats, etcetera fully adequate to defeat the RN. Furthermore, was this twosome not aware of how well Admiral Donitz's U-Boats were doing against the Atlantic convoys? But oh yes. Prof. Drager and Dipl. Ing. Schneeweiss knew all that. They'd also taken the time, brains and a jewelers' loupe to assess the fine print of the writing on the wall. To them, it looked ominous in the extreme. Success couldn't last. All for naught. The Kriegsmarine wouldn't budge. Meanwhile, in other quarters, an eye had been kept on British midget efforts(two of the RN's very flawed Welmans had been captured and dissected) as on how the Italians and Japanese were moving ahead. Italian experts were invited to monitor the Germans' nascent frogman training, and the ambassador in Tokyo was instructed to get answers to a list of questions about the Imperial Navy's midgets. (The diplomatic delegation did get some answers, but not to the whole list of how thises and how thats)

Meanwhile, it had turned to 1944 on the calendar and the German forces were getting beat up on all fronts: On land, in the air and at sea. So, very suddenly and hastily, primarily with the pending Allied invasion of Western Europe on their joined political minds, the Nazi puppeteers came at last to realize that, despite the Organization Todt-built Atlantik-wall, there wasn't a whole bunch they could bring to bear in fending off the estimated thousands (turned out to be about 8, 000) of ships, boats and other watercraft, such as D.U.C.K.S. that the allies would toss into the fray. At that point even Admiral Donitz got seduced into supporting (reluctantly) formation of a Kriegsmarine branch dedicated to the belated development and deployment of MIDGET SUBMARINES that, en masse, would sink or otherwise impair all this stuff that would bring men, material and logistics to continental Europe's Western shores. But where? No one knew--not even the Allies.

So, in a most un-Teutonic hustle, the formation of and funding for Das Kleinverband (Small Battle Unit) were approved. K-V was to be headed by Rear-Admiral Helmut Heye, but higher-ups vetoed that. He coudn't be spared from his more serious tasks. Instead, the post was plonked onto Vice Admiral Weichold's shoulders. Weichold screwed up very soon, and Donitz had his way: Heye got the job. Some job.

The sole lubricant offered Heye was this: He was granted almost absolute carte blanche to hire or fire, pick or reject "volunteers," approve, solicit or reject possible midget designs, commit Das Dritte Reich's bankroll to builders' contracts and so on. The limitation—the "almost"—to his sceptre of authority was that Donitz blocked him from drawing on highly-trained U-Boat ranks. That was verboten—until the (now) Grand-Admiral relented late in 1944. Even then, no were allowed to transfer to K-Verband. That, as may be appreciated by and by, could have helped the midget outfit somewhat, perhaps and maybe.

All that out of the way, Rear-Admiral Heye made post haste to approve numerous midget designs that looked as if they stood a chance at success. He negotiated building contracts in a frenzy. On that, as Table 1 is meant to show, he was, considering Das Reich's dire straits, incredibly successful. As Table II should make clear though: to little or inconsequential avail.

Table 1: K-VERBAND'S EQUIPMENT

<u>Type</u>	<u>Displacement</u> <u>Tons</u>	<u>Size</u> <u>Feet</u>	<u>Power</u>	<u>Crew</u>	<u>Torps</u>	<u>Built</u>	Lost	
Seeteufel	20.0	44.2 x 5.8	Gas-Electric	2	2	1	Scrapped	
Type 227	17.0	?	C-C Diesel	2	2	0		
Seehund	14.9	39.4 x 5.6	Diesel-Elec.	2	2	285	35	
Type XXVII	11.8	?	?	2	2	0	•	
Moloch	11.0	35.0 x 5.9	Electric	1	2	393	?	
Biber	6.3	29.5 x 5.2	Gas-Electric	1	2	324	?	
Marder	3.0	27.0 x 1.6	Electric	1	1	300	150	
Neger (Linsen)	2.7	25.0 x 1.6	Electric	1	1	200	140	
						1,218	325	

#### Notes to Table 1:

- The electric motors usually were torpedo motors. The six cylinder gas engines were Opel (German General Motors) and the diesels were Busing N.A.G. 60 HP truck engines.
- The 393 Molch were built from June 1944 to Feb 1945
- The Seeteufel had tracks, so it could self-launch and come back for more torpedoes. Unfortunately, the tracks were
  too narrow and the beaches too soft, The one and only Seeteufel was scrapped so it wouldn't fall into Allied hands.

## Table 2: K-VERBAND'S RESULTS (SUNK OR HEAVILY DAMAGED)

Sunk/ Damaged	Cruiser	<u>Destroyer</u>	Merchant	Naval Aux	<u>Tank</u> <u>Lander</u>	<u>Tanker</u>	<u>Trawler</u>	<u>Other</u>	<u>Total</u>
Neger		3	5	1			1	5	15
Seehund			6			1			7
Biber			1	2	1				4
Marder	1								1
									27

#### Note to Table 2:

The two totals of Table 1 (1,218 and 325) divided by the 27 total of Table 2 show that about 45 midgets were built and delivered (never mind the numbers ordered) for every recorded hit. Alternatively, it took some 12 K-Verband losses for each Allied loss. Pretty lopsided, What?

The reasons for Kleindienstverband's inefficacy are legion, but these are the four (interrelated) prime pinpointables:

#### Timing

Way too late in the game. Some three years plus into fighting a losing war. Most all of the other identifiable causes of K-Verband's woes derive from impossible-to-meet deadlines.

#### Equipment

Far too wide a type array, inadequately engineered, under-tested and under equipped midgets. Some had neither scopes. navigation instruments, nor trim tanks.

#### Personnel

Short training courses, with drivers recruited "off-the-street." Some of the "volunteers" were mere teenagers. Among the few taken POW, some admitted they'd joined K-Verband to get out of reform schools and other correctional institutions.

#### Shore Facilities

No adapted docking and repair/maintenance facility had been readied in time. Further: All of the sundry types of midgets had to have their one or two fish attached while clear of the briny.

After weighing all of that and more, it is stunningly amazing and admirable that Admiral Heye's efforts bore any fruit at all. Yet, as shown, he caused a tad of direct damage, and must have tied up the Allied watchdogs.

As far as wartime-records reliability goes, the gathered and tabulated data seemed good enough to draw a modicum of conclusions. Useless and, "on the surface" ineffective as K-V's sacrifices may have proven to be, isn' t it remarkable that despite raw materials shortages and the interfering attentions from the R.A.F. during the night and the U.S.A.A.F. while there was daylight, the boys at sundry wharfs whipped up some 393 Molches between mid-, June 1944 and the end of February 19451 That calculates to an average production of about 1.5 copies a day. Not bad. Not bad at all.

Meanwhile, shortages of steel and other materials had become so severe that parts of the midgets had wood substitutes where steel should have gone, e. g. for the Seehunde hull extensions that carried the upper end of the rudder a wooden beam was fitted. But it worked.

(Continued on page 6)

(Continued from page 5)

The poor suckers who drove the Negers (little more than a G7e torp with a plexi bubble covering a tight cockpit) had virtually nothing to look at once the canopy was oil covered by the slicks stretching from the landing beaches. Also, most unfortunate in the Type Neger, the torpedo release system was quirky.

Upon pulling the "Launch!" lever, two things were meant to happen. The torp's motor would start, and the weapon was to slide forward on a rail, and make 20 knots toward its target. But it often happened that the motor got spinning okay, launch rail didn't let go of the G7e. Thus the torp dragged the Neger forward at breakneck speed—fully out of control. All the pilot could do, if he felt that way inclined, was say his prayers—seldom to great avail, one must surmise despite the "Gott mit uns" battle cry.

Next month, space permitting, an overview of British, Italian and Japanese midget doings will be trotted out. Italians, as it happens, were the champs.

Romanus Unicum

## **TEAM U CAN 2**

You may not know that one of our members, **David Cook**, is a member of Team U CAN 2. Team U CAN 2 is four dedicated and talented sailors, pursuing their Olympic dreams to represent Canada in the two-person boat event at the Paralypics in Beijing in 2008

The team is representing the Disabled Sailing Association (DSA) – Victoria, a registered Canadian charity since 1994; the Canadian Forces Sailing Association (CFSA) and the Royal Victoria Yacht Club (RVYC).

They have had national and international success in a wide variety of disabled sailing competitions, including a Silver Medal at the 1996 Atlanta Paralympics and 2nd and 3rd at the 2004 Two-Person World Championships.

If you would like to learn more about Team U CAN 2, recent regatta results, and how you can help, check out their website at www.teamucan2.ca

## So what is VIRCB?

Vancouver Island Radio Control Boaters newsgroup - YAHOO!

Barry Fox kicked off VIRCB April 26 and there are already 15 members as of May 6

It is an internet newsgroup which enables us to communicate with each other via e-mail to exchange ideas and share information on a timely basis. An example is a recent discussion on how to solve a problem a member had when the epoxy he was using to cover a model reacted in an unpredicted manner. Several of our little group were able to give him suggestions right away and he received useful information from more people than he expected. He was able to fix the problem the same day and continue working on his model.

This internet newsgroup supplements, not replaces the contact between members at weekly sailings at the Harrison Model Yacht Pond, twice monthly sailboat events at Beaver Lake and monthly meetings. It also supplements the monthly newsletter with its articles about various topics. Many of us use the Internet now and spend time nearly everyday looking around at different sites that are somehow related to our hobby. This newsgroup enables us to share information rapidly without necessarily knowing who has the information until you get an answer.

The host for our newsgroup is Yahoo! Yahoo! is a double edged sword. There are many useful and positive features to the Yahoo! Newsgroups. In addition to sharing e-mails, we can share photos, files, links, reminders, etc. The other side of the sword is that you must set up a Yahoo! id to use all the features, and people have a difficulty with that process which seems to be a little more complex than it needs to be.

We can get you started with the e-mail by inviting you to join, You can then set up the Yahoo! id later. Or we can walk you through the process. You can talk to either Barry Fox bdfox1@gmail.com 250-743-5729 (Cobble Hill) or Ron Hillsden@shaw.ca 479-5760

# History of Harrison Pond-# 4 by Mike Woodley

From the Daily Times, Monday, Feb. 27, 1956, p. 3

Outdoor Skating, Smith Plan

## WINTER USE PROPOSED FOR MODEL YACHT POOL

Conversion of the model yacht pool at Holland Point into an outdoor skating rink will be proposed to city parks committee by Ald. J.D. Smith. He said Saturday his proposal followed investigations that indicate ice-making equipment could be installed in the 240 by 90 feet pond at a cost of \$75,000. Lightweight plastic pipes would be installed in November and removed in March, according to his plan. Asked about the effect of winter rains on the open ice surface, the alderman said, "Rainfall here is not so harmful as one might think. If there was too much rain, then they'd have to flash-flood the ice again."

"This will be one of the greatest things Victoria has ever had to offer the children and a tremendous tourist attraction. It will eliminate the necessity of children getting up early in the morning to practice skating or hockey, save the high cost, especially for large families, of skating at Memorial Arena and also because of the healthful outside environment, be a great asset in combating juvenile delinquency," said Alderman Smith.

On the front page of the Times, Saturday, March 31, 1956 there was a photo of three men, in the dark, looking at something one of the men was holding.

## ATTEMPT MADE TO BLAST NEW POND

Dynamite charge laid at Holland Point yacht pond Friday is examined closely by contractor Art Winter (right), while city detectives Ray Maitland and Dick Berry look on.

Story page 17

Attempt to blast the pond was foiled by passers-by

FUSE SNUFFED OUT SECONDS BEFORE HOLLAND PT. BLAST

Three or four youths are believed responsible for placing of three sticks of dynamite at the southwest end of the pool. Passers-by snuffed out the sputtering fuse just before 1:00 am last night. The charge was laid in a small hole against the concrete wall. Mr. Winter said the blast would have

ROTO WEEKEND EDITION 108
MAGAZINE WEEKEND EDITION 108
MAGAZINE WEEKEND EDITION 108
MAGAZINE DICTORIA DAILY TIMES

MANY INEFFICIENCIES

Saanich Civic Probe
Urges Full Overhaus

Direction Lacking
Master Plan Asked
For Ex-Premier Pattullo

Last Rites Set Monday
F

been heard all around James Bay. "The main force of the blast would not have damaged the wall too much but would have taken the route of least resistance which would be the soft dirt around the pond." On Sunday morning the Colonist ran a photo of three of the four people involved in snuffing out the bomb. There was no further mention of this incident in the papers.



Cup Beaver Lake

Yes, it was a wee bit rough! We did have a sinking and lost the boat!

M. Woodley photos



# Battle of the Atlantic Sunday Regatta— Harrison Model Yacht Pond







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# VMSS MEMBER CLASSIFIEDS

# WANTED

Looking to borrow or buy. "Model Boats" issues: Feb 1984, April, May, and August 1982. Craig Paterson 478-5425.

Your ad here!



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