

# The Binnacle

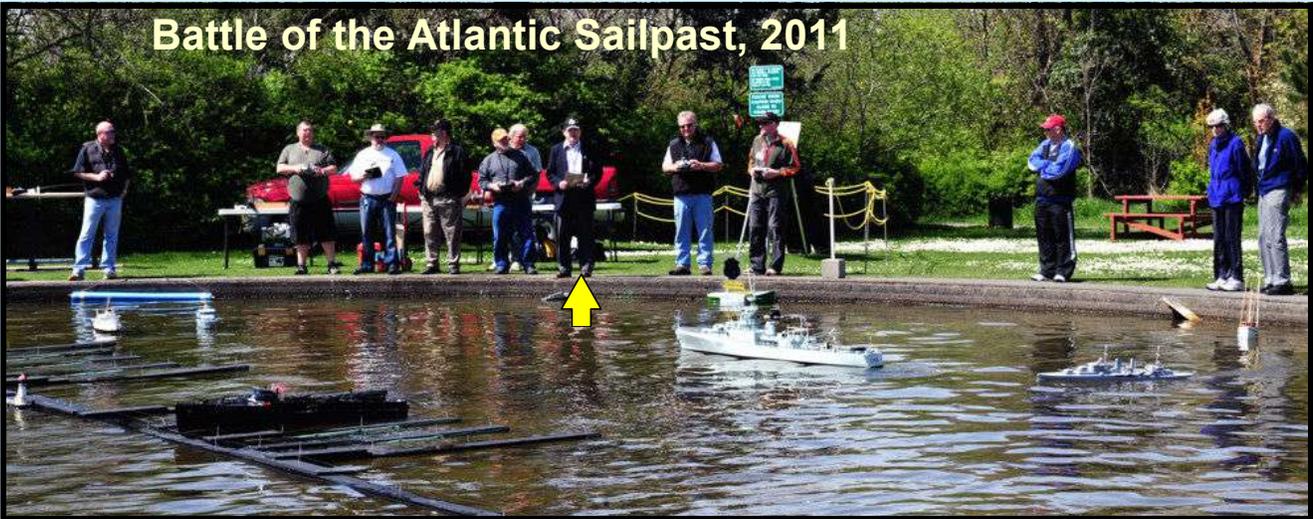


Victoria Model Shipbuilding Society  
Victoria BC Canada  
[vmss.ca](http://vmss.ca)



Yahoo! Newsgroup : VIRCB  
Vancouver Island Radio Control Boaters

Battle of the Atlantic Sailpast, 2011



For text of the speech read by Ron Armstrong, see page 6.





## Victoria Model Shipbuilding Society

General Meeting – April 14, 2011



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

1. Welcome: No guests attending.
2. Outreach: **Ron Armstrong** gave us an update on **Nels Coomb**. We were also informed that **Ron Burchett** has moved to the mainland.
3. Club Finances: **Mike Creasy** reported we are currently running a deficit of \$350 for the year but are expected to end up a small surplus at year-end. There was some discussion regarding our membership dues. They are renewed based on a calendar year not one year from when a member joins.
4. Upcoming Events: The Battle of the Atlantic Celebration is on May 1<sup>st</sup>. Start time is at 12 noon and we should have access after 10:30am. The start time is later than usual due to the Times Colonist 10K run. There will be no hot dogs at this year's event. On Sunday, May 15<sup>th</sup>, Dave Denton has planned a Tug-O-Rama at Harrison Pond. There are both Springer & non-Springer tug events planned.
5. Open Forum: None at this time.
6. Show & Tell: **Graham Smith** had a small Japanese PT boat and **Jack Plummer** had two barrels of wood to give away.
7. Adjourn business portion & break
8. After the break, **Jim Cox** won the 50/50 and **Ian Fraser** won the hat. **Dave Denton** then gave a demonstration on building a Springer Tug.

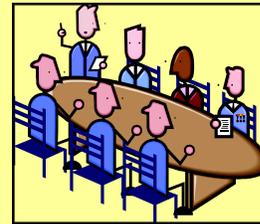
Respectfully Submitted  
Scott Munford, Secretary

## Executive Committee

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

|                                       |                 |
|---------------------------------------|-----------------|
| <b>President: Barry Fox</b>           | <b>294-0350</b> |
| <b>Vice-Pres: Rob Ross</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: Dave Denton</b>       | <b>592-6866</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 (Plans)</b> | <b>478-1800</b> |
| <b>Librarian: Don Meyer (Books)</b>   | <b>381-3356</b> |
| <b>Publicity: Ron Armstrong</b>       | <b>385-9552</b> |
| <b>Director@Large: Dave Denton</b>    | <b>592-6866</b> |

All above (250) area code



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

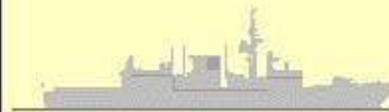
## BC Shaver & Hobbies

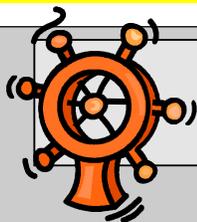
Garnet Rancier

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## The Prez Says...

### Prez Says

Man, it's May already. Personally I have been busy the past month getting my new sail boat finished and on the water and that has worked out well for me. On the sailing side there are a good number of new boats either just finished or very close to it. And I know there are a number of powered craft that are just getting done as well. That is all good for a Club like ours. As you are probably aware by now, our Battle of the Atlantic salute suffered some scheduling changes due to a 10K run being scheduled to use "our" road the morning that it was held. That was all gone by later in the morning and parking, etc. was all pretty normal by about 11:00. However, the bad news is that we didn't have very many boats on the water for the noon presentation and so the show was not very big. I think we were only 8 or 10 boats strong. The good news was that we didn't disappoint a large audience. We did have about 25 people of so stop by to watch and **Ron Armstrong** delivered the salute message well. But the salute didn't have too much endurance to it with so few boats. If you weren't there, you should have been and enjoyed some time with your fellow modelers.

For me the most interesting part of the parade was **Scott Munford's** sub which dutifully submerged and rose throughout the parade making for an occasional blank space in the parade while it was under water. Very neat.

On into summer. There are a few interesting things coming up. There will be an organized day at Harrison that will consist of a number of skill contests to help you learn to use your boat's capabilities better. **Dave Denton** is the head push for that and there will be towing contests, steering contests, and some log gathering exercises. You do not need to have a special boat for any of these things. But do bring out a boat and join in. It will be fun and you might learn something. It doesn't matter what your age is, it is a good thing to keep learning.

We are on again for the Saanich Strawberry Festival in July. There aren't any details yet but I am told it will be mostly just like it has been previous years. This is a good day at the lake to hang out with your fellow modelers, swap a few lies, talk to some potential new members and enjoy a good feed of strawberries and ice cream without having to stand in the long line that the "normal" folks must do.

The sailing side has started to kick in now. Following our own regatta in mid March we have been up to Long Lake and will soon be over to Saltspring Island



## ON THE RADAR

INFORMATION ON UPCOMING EVENTS

**May 14th, Tug-O-Rama, HYMP**  
**July 10th, Annual Strawberry Festival,**  
**Beaver Lake**



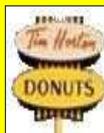
**Meetings: Second Thursday 7:30-9:30**  
**4050 Carey Road**  
**Next is: June 9th, 2011**



**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 April 15th, 2011**



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

for the Western Regional competition. We have been getting pretty good entry levels so far with the big events yet to come.

This month the regular meeting will be one of our break-out session plans. There should at least be groups for the powered boat and sail boat groups and maybe one focused on the plans library and building. Pick one and join in or wander between them and see what is going on.

Time to head for the water.

**-Barry**



## THE SUB SUBJECT

FOLLOWING THE FEBRUARY AND MARCH COLUMNS about Project Azorian, few will be surprised to read that Global Marine and the CIUA had their work cut out hiring and training most of the men who were to understand and operate the mostly unprecedented machinery and equipment. And to do so in the ultimate of secrecy.

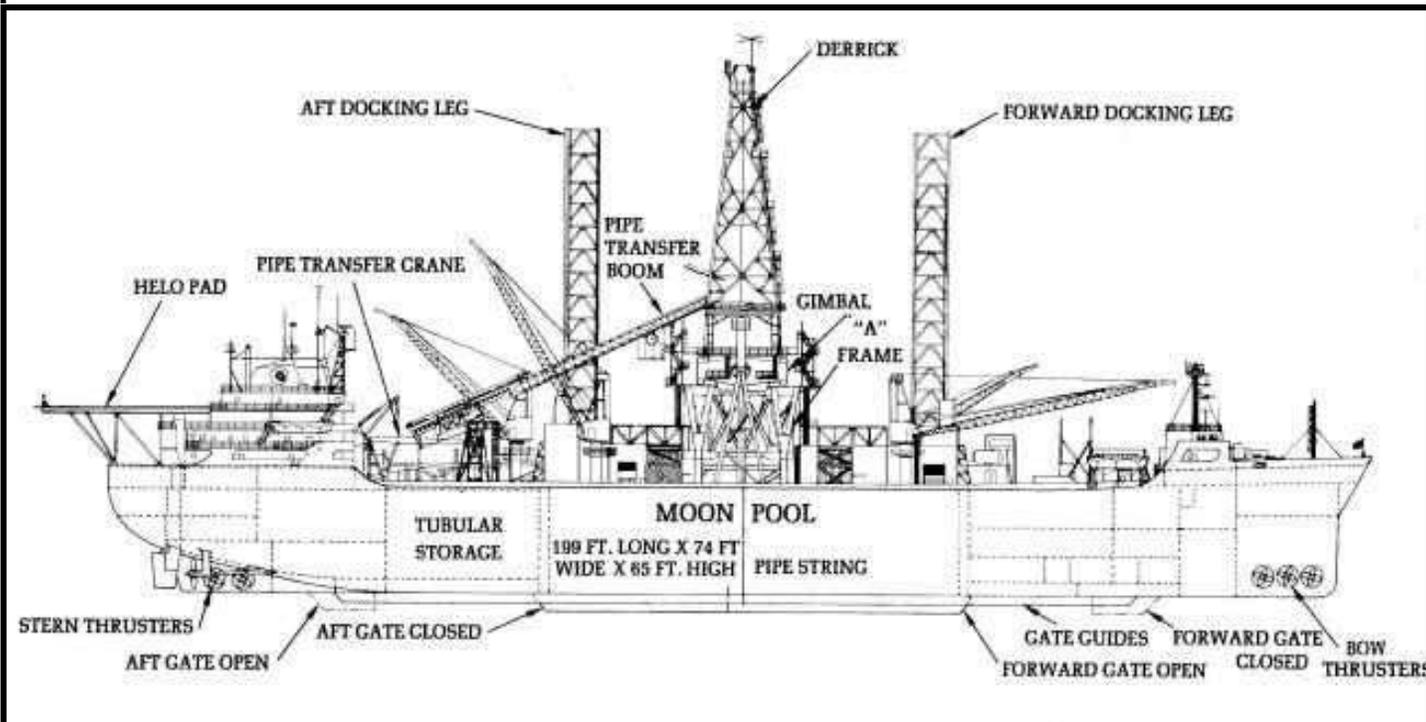
Manning the Hughes Glomar Explorer was the easier part. Able seamen are not that scarce, and Global could reach into its cadre of officers. But all had to jump a tight second hoop: CIA approval.

For pipe-string and allied operations, Global turned to men with drilling and oil field experience. A lot of tough mostly Mid-Westerners applied—drawn to Global by the generous wage scale—intended to minimize resignations, and possible breaches of confidentiality.

Still, both the sailors and pip-string operators (an “A” and a “B” crew) needed some specialized education and fine tuning. To those ends, Lockheed provided on-shore space in which a replica of the K-129’s Target Object had been constructed. The handling of radioactive matter was a key point. Also, Cyrillic alphabet had to be mastered more or less, so that the’s understand the rudi-

involved in the hands-on part of Azorian knew all there was to know. They only knew a piece or pieces that were of specific need to their specific task. And while the CIA did not bar the crew from socializing, they discouraged discussion and comparing notes during so-called “free” time. One sample: HGE had two separate mess areas. One up front and one aft of the moon pool. Same went for cabin accommodation. “Don’t discuss the Project”. The less they knew, the less they could disclose under possible duress.

Most of the engagements of scientist and a wide variety of specialists was handled by the CIA. No doubt, they had compiled lists of eligible (necessary) doctors and undergrads from technical institutes and universities whose knowledge would/could fit the anticipated tasks. Nuclear scientists, of course, technicians of the same ilk. But then the CIA also hired specialists in paper restoration and its subsequent need for drying and translation. They need MD’s and pathologists to deal with all those human remains that were expected to come up with the Target object. The CIA had to have shorers and packers for preliminary analyses of the anticipated bounty. On and on it went for getting the right personalities for the specific and narrow specialties: electricians, electronic whizzes, camera men, television gurus on, on and on



ments of whatever cautions and instructions may come to light once the silt was washed away. Then, to keep those inside the salvaged hull’s portion from flipping their bisquits, pieces of meat long past its best-before date were tucked away in the mockup’s nooks and crannies. Much thought had gone into that inuring process.

In pursuit of secrecy, few among the staff in-

that went as well.

All those specialists would need workspace. Some from the start, others during the recovery and others (e.g. metallurgists) after the aimed-for recovery of K-129. Where to put them on board of the lift ship? A practical solution was found.

*(Continued on page 5)*



(Continued from page 4)

The numerous groups were assigned two dozen "vans", with uniform 8' x 8' x 20' dimension, i.e. 24 times 160 square, for a 3,840 square foot total. Most of the vans were stacked on deck, to both ends of the moon pool.

Not unlike in a mobile park, all except the pure storage vans had umbilicals plugged in to the ship's various systems—including utilities but also coaxial for the video and other electronic (remote control) feed back. Those were the commands centres that manoeuvred, positioned and operated the recovery vehicle.

Some of the vans were so chock full of instruments, screens and long desks that one marvels at the allocation of elbow room. Anyway, all went well until it didn't. (see April's "Sub Subject").

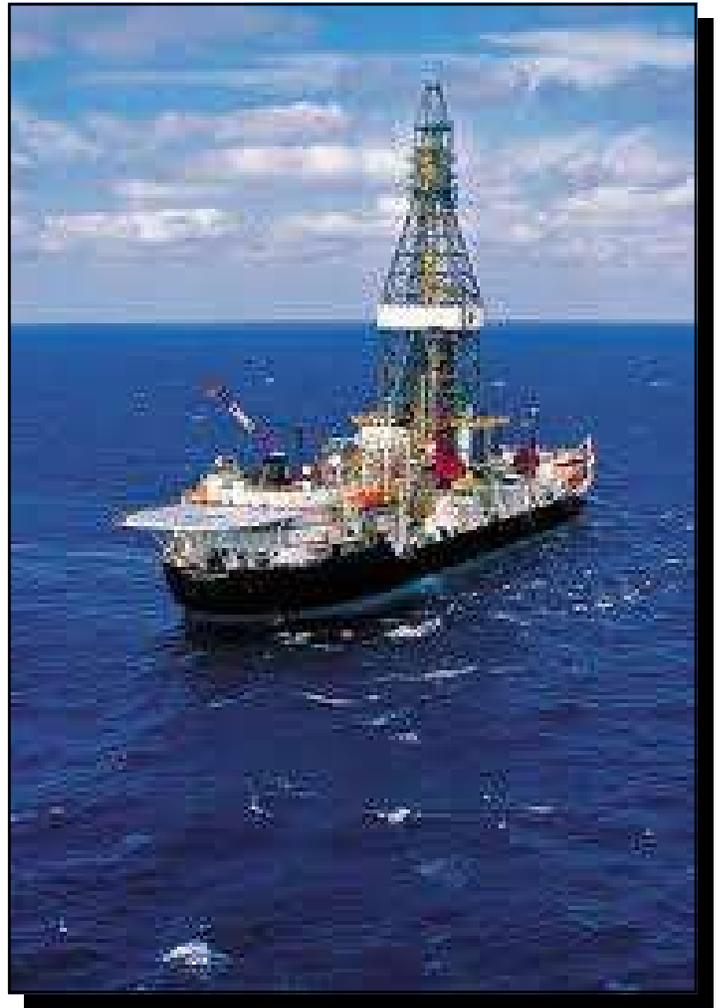
At this stage once more, the thoroughness and foresight of the Project Azorian planning team is something to behold. Some military minds must have had a hand (and mind) in it.



By the looks and feel of it, there seems to be no point in now dealing with HSB-1, the submersible barge. Even the sketchiest physical and functional description would on the space in the Binnacle can devote to the "Sub Subject". Therefore, the barge can be assigned to the June column. It will be kept on Ice, but still allowed to mature till then. Meanwhile, some among us can go smell the flowers.

Till then,

## 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](mailto: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 15<sup>th</sup>, 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](mailto:vmss@shaw.ca)

**GOOD BOATING AND SHOOTING!!**



## Old Wood and Rusty Iron

[WILL RETURN NEXT MONTH]

- *by Mike Creasy*



### Not Too Soon

It won't be all that long until we are at the point where we will be having our Annual General Meeting and Elections.

Normally, all the positions on the Exec are up for grabs but (and this is good) there is quite a bit of carry over each year. This year there are going to be some changes needed.

Our Secretary is going to step down from that position but is going to take a step sideways and step up to be your Binnacle Editor. Meaning that the Secretary's position will be vacant. We need one.

Your President declared at his first election that he was in for up to two years but that would be it and I have it on good authority that he is sticking to that story. So the President's chair needs to be filled as well.

That said, look at the masthead for the Binnacle and pick out a position you would like to take on and let us know. You will get lots of help and advice from the rest of the Exec so don't be afraid to step forward.

-Barry

## Text of Speech for the Battle of the Atlantic, authored by Dave Taylor

Good morning ladies & gentlemen

Welcome to the annual commemorative event for the "Battle of the Atlantic" hosted by the Victoria Model Shipbuilding Society

### CANADA REMEMBERS

Since the end of the First World War, Canadians have taken time to remember the sacrifices and achievements of the men and women who have served their country in times of war and peace.

The Battle of the Atlantic was the longest continuous military campaign of World War II, running from 1939, with the sinking of the passenger ship *Athena*, through to the end of hostilities in 1945, and was at its height from mid-1940 through to about the end of 1943.

For six long years the RCN, the Canadian Merchant Navy and the RCAF were central participants in what was to be known as the Battle of the Atlantic.

The sea lanes of the North Atlantic formed a grim battleground. Navigation was hazardous, and sailors in the navy and merchant marine died not only from enemy attack, but also from exposure and accidents in fog and winter gales.

The casualty rate during the Battle of the Atlantic was the highest suffered by any of Canada's fighting services during the Second World War—for every seven people who served, one was killed or wounded.

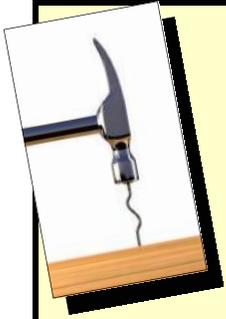
Canada provided about half the naval escorts, primarily corvettes to protect shipping convoys, in the Newfoundland (later Mid Ocean) and Western Local Escort Forces. The tiny corvettes carried a single 4-inch cannon and minimal gear for finding and destroying a submarine. They were cramped and "rolled in a heavy dew" but they were all that could be supplied in such a short time. Most of the land-based air coverage came from Newfoundland and the Maritimes, and 7 RCAF squadrons used elsewhere by Britain's Coastal Command. Desperately short of equipment and training, Canadian forces eventually reached adequate operational standards, winning responsibility for the new Canadian Northwest Atlantic theatre. By war's end 25 421 convoyed merchant ships had crossed the Atlantic successfully, and the RCN and RCAF received credit for 47 of the 790 submarines that had been destroyed.

We will now hold a minute's silence in remembrance of those who gave their lives in the service of their country.

\*\*\*\*\*

Thank you ladies & gentlemen

We will now have a parade of the model boats round Harrison Boat pond led by HMS Hood to the sound of some wartime music.



A marvellous thing happened while we were sleeping: Laser cutting arrived in Victoria. I have been plagued with my ineptness at cutting windows and other fine details for my models, and I thought of the fella who cuts stuff for **Ron Burchett** in Parksville, and then I thought of buying a laser cutter for my self, (\$10,000, I don't know about that , I would have to build a lot of train station and boat kits for that to pay for itself). I was driving down the road and I spotted a sandwich board advertising a trophy shop that did laser engraving and laser cutting .The truck did an emergency 90 degree turn and landed up in his parking stall; I thanked my trusty trucklet ,and went inside. A nice fella, we talked about cutting plywood and he said no problem. I returned a few hours latter with drawings for the cabin of the club Springers, on a piece of 8 1/2 x 11 paper. He fed that into one computer and it sprung up on another one (CorelDraw is one of the names he used). I had done a exemplary job of drawing but when it showed up on the screen and was blown up about 900% it looked gawdawfull . He said he had to blow it up that far to get the 1/16 holes in the middle of the 1/8 stanchions. It took about 20 minutes to correct the drawings and then he pushed "cut" and the whole cabin was cut out in seven minutes. This machine cut to within a tolerance of less than 1000th of an inch. You want 5" you get 5" and the next piece fits right on. It took 3/4 of an hour to put the thing together, and it looks like a million bucks. Money ..... His time on the computer costs \$45 an hour and the laser is \$95. The cabin cost me \$22 for planning and \$9 for cutting, if we want more cabins they will not need computer time,only cutting which will be about \$12. The work is spectacular ,to say the least .

## Tug -o-Rama

On May the 15th we will be holding a tug boat event at Harrison Pond. It will be held from 10 till 2PM.

There will be three events. Event one will be towing a fish farm down a narrow canal, This will require two tugs, one at the front and one at the stern, you will tow the fish farm down the channel, turn it end for end, and back out, without touching sides.

Event two will be a log round up, an uneven number of logs will be floating and the winner will be the one with the most logs in his boom thingy, this will be a timed event as well so that we can accommodate as many contestants as we have to .

Event three will be pushing or pulling a scow down the channel, and back out .

Any of you that feel that your pointy ended tug is at a disadvantage then get a pushing device figured out to fit on your bow . There are events here that a pointed bow will not be a problem, but lets see what you can come up with.

**PS.** I still have some model boat moulds in the backyard: 42" tug, 36" sail boat, 40" sail boat, M.C.D.V. vessel about 38", Victoria class submarine, 36" tug, 32" gillnetter, and probably some others . Come and get 'em , free!!!

See you at the pond,

**Dave Denton**



SPRINGER TUG by Denton

Photo by Bill Andrews



## Shelbourne Shipyard

First off, I would like to commend my shipyard worker(s). Less than 4 weeks ago, there were no operational boats available. By the time the Battle of the Atlantic rolled around, I had four working vessels. Three of them got their hulls wet that day. To show there were no hard feelings, I even let one of the replacement workers, **Wayne Marshall**, use the **HMS Exeter** for the parade. He might be hooked on the hobby now much to the chagrin of his wife.

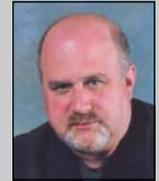


Photo by Scott Munford

\The only real work done on the Hunter as of late is painting the bottom portion of her hull. There is nothing wrong with the colour photo in this article, it is supposed to be red & yellow. I believe the Dutch like bright colours.

As I flipped the calendar this month, I noticed that on May 22, it is listed as National Maritime Day. What is that? Off to Google. National Maritime Day is annually observed in the United States on May 22<sup>nd</sup>. It is a time to observe its maritime heritage, to honour those who served as merchant mariners, and to recognize

the benefits of the maritime industry. Sort of a beefed up version of our Battle of the Atlantic. So on that day, be sure and wish our American friends a happy Maritime Day.



**Scott Munford**  
Yard Master

*Reference: <http://www.timeanddate.com/holidays/us/national-maritime-day>*



Barry's newest fastest race winner!