



The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss.ca



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

"THE BATTLE OF THE ATLANTIC WAS THE DOMINATING FACTOR ALL THROUGH THE WAR..." WINSTON CHURCHILL





Victoria Model Shipbuilding Society

General Meeting April 22, 2013

Minutes not available at press time.



2013 Executive Committee

President: Mike Claxton	479-2258
Vice-Pres: James Cox	382-3266
Secretary: Graham Smith	477-8234
Treasurer: Mike Creasy	888-4860
Show Coordinator: B.Andrews	479-2761
Binnacle Editor: Scott Munford	382-1673
Quartermaster: Bob Rainsford	383-2256
CRD Liaison: Barry Fox	598-4619
Parks Liaison: Mike Claxton	479-6367
Sailing Director: Fred Herfst	652-8445
Librarian: Dave Denton (Plans)	478-1800
Publicity: Ron Armstrong	385-9552
Memberships : Barry Fox	598-4619
Director@Large: Jim Briante	590-5708

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.

Mailing address:
 106-4480 West Saanich Road
 Box 55
 Victoria, BC V8Z 3E9

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Meeting Moments





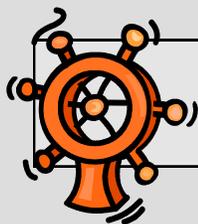
More Meeting Moments



found at the last meeting

I know we are accepting junior members,
but I think we should draw a line at high chairs.

Fear not everyone, I'm sure it was just left there
by accident



**From
The Bridge**

The weather has been on our side – especially this past Sunday. Ideal weather for the tribute to the Battle of the Atlantic. A good number of boats were on the water although we could have seen more naval craft. **Jim Cox** gave a short outline of the Battle of the Atlantic which is now posted on YouTube for those that are interested to view. Thanks to the members that helped set up and take down the tables, cleaned the walkway and provided hot dogs and refreshments to those members and friends that were present. It was good to see a number of familiar faces also visiting the pond.

The sailing group also held a regatta recently up at Long Lake in Nanaimo. They too had a good gathering of sailboats and a successful day of racing. That event attracted a slightly higher number of boats than the Beaver Fever weekend which is good for the hobby.

The Nanaimo show was a success – approximately 60 plus boats were on display plus a fair amount of activity in their pond. It was on the same weekend as the model railroad show over at Beban Park and gave the public an opportunity to attend both events on the Sunday. There are a number of highly detailed models being built and it was a good opportunity to have a look at them and chat with the builders.

The next function on the horizon – the 18th Annual Maple Bay Marina Wooden Boat Festival runs May 17-19 with the pond being open to us on the 18th and 19th. This will be shared with the Nanaimo Club and we are hoping this will be a good opportunity for members to come out, enjoy the Festival events as well as entertain the participants with our model boats. The marina staff has built a pond this year and I understand Glen has provided them with a liner so it will be ready for us. The pond is ideal if you have a new build and want to ballast it or set up its running gear.



ON THE RADAR
INFORMATION ON UPCOMING EVENTS

May 18th & 19th: Maple Bay Classic Boat Show



Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Rd.
**Upcoming Meetings: May 9th,
June 13th, July 11th**



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 May 19th



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

Ron Armstrong has been working with the CFB Esquimalt Naval & Military Museum – we will have a presentation at one of the upcoming meetings on the Museum.

We need some assistance with ideas on presentations at the meetings. Please give some thought to what you would like to see and those ideas can be worked on.

Although the 2.4 radios appear to be the most popular these days there still are a number of the older radios in use. Be cautious when at the pond and perhaps help educate those that show up without checking with anyone before turning on their radios. We have been fortunate to not have a problem.

Weather looks good – an opportunity to finish that build, have fun and go boating!

Mike





Some of us entered boats in the Nanaimo show and came back with plaques:

Dave Taylor – 3rd place – Best Military Boat
 3rd place – Best Work Boat

Mike Claxton - 1st place – Best Work Boat

Glen Newmeyer – 2nd place – Tug Boats

Good show – 60 plus boats.
 Glen has posted photos on the Tugforum site -

<http://modeltugforum.com/index.php?topic=5161.msg64885;topicseen#msg64885>

Regards,
Mike



How would you like to win \$200
 cash
 & a free membership?

Every member who brings an item for **"Show & Tell"** will get an entry into the draw. Bring an item every meeting and you can have 12 entries in it. At the end of the year, one lucky name will be drawn.

So dust off your projects, tips & ideas and bring them along.

HERITAGE HOUSE



TROPHIES & AWARDS

HERITAGE HOUSE TROPHIES & AWARDS

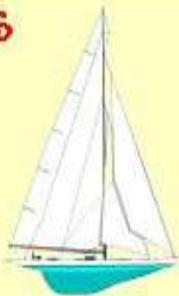
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Ship Kits & Accessories
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Contributions to the Binnacle are welcomed.

Deadline for submissions: Sunday before the monthly meeting.

Editor: newsletter@vmss.ca



THE SUB SUBJECT

(NOTE: Article originally published December 2001.)

I'm sure that, after recent month's mix-ups, this final 2001 "Sub Subject" column will put us back on course, and I still remember a promise to deal with the difference(s) between DYNAMIC and BALLASTED model submarines. I'll owe up anon. First, though: the basics.

Dynamics or kinematics are branches of physics that deal with relationships between the motion of objects (weight) and the forces exerted on them through such motion. Inertia and ballistics play in the same sandbox.

To look at them, DYNAMIC and BALLASTED models are indistinguishable. But the former lacks the ability to change weight, while the latter's heft can be lowered or raised via radio control.

It's widely known and understood that military prototypes of the past era have ballast tanks that are flooded to dive, and "blown" (with compressed air) to surface. Not equally well known is that all of those boats, during submerged patrols, still rely on dynamics to maintain a given depth – regardless of speed, and regardless of the ambient temperature of the ocean layers in which they find themselves. In other words, they use the weight of the water admitted into their tanks to achieve near-neutral buoyancy. That done, and maintained with mere gallons at a time, the boats use their bow, fairwater or stern planes, and combinations thereof, to increase or decrease submerged depth.

Ready examples of neutral buoyancy are deadheads in local waters – logs that escaped their booms. Such boles may weigh tonnes, and lurk below the drink's surface at mere inches. Yet, if a kid were to step on it, it could go down fast and deep. Mere pounds could unbalance the log's neutral buoyancy, I.E. equivalency to the weight of the water volume it displaces.

Whether or not it makes us happy, the laws of physics that rule in the design and operation of the largest U.S. Ohio's or Russian Typhoons also apply to scale models we run in ponds and lakes. Motion is motion, and weight/buoyancy is only alterable in quantity, but not in the way nature takes to it – speed, weight, pressures.

That said, we'll look at local examples of DYNAMIC models, of which **Jack Plummer** has two – Krick's U25 and the recently completed, scratch-built Victoria – while I have the 1:125 scale (little) Miami.

All three models need linear motion to submerge. To dive, the bow planes trailing edges have to be elevated above their leading edges, while the stern planes trailing edges are lowered. If any of the three had fairwater (sail or conning tower) planes, the bow planes action would be followed. All that is clear if you visualize the port – starboard water pressure that motion/water flow exerts on a rudder. And a sub's control surfaces are rudders – stuck on horizontally as opposed to vertically.



DYNAMIC models depend highly on their bow planes to dive – located way forward of the centre of gravity, and below the centre of flotation. U25, for example, relies solely on its out-of-scale paddles to dive, while Victoria and Miami also have independently (never on the same servo) operating stern planes. Note that, out of the three, only U25 features pre-adjustable stern planes, and it took scads of trial and error to get ‘em just right.

On the broad Guevernica canvas, DYNAMIC models take less time and money to build, run and, especially, maintain. Further, if not tangled in weeds, murk, or fishing line, they’ll surface if stopped through any cause – a boon to Nervous Nellies. The downside is that it’s difficult to keep their above-waterline weight low enough to achieve a ballasted prototype’s waterline in scale. Also, submerged, they must generally run way above scale speed; otherwise they’ll pop up. Try launching torpedoes...

BALLASTED models have built-in containers (tanks, cylinders, bladders and such) of which the weight/buoyancy can be altered by radio – using water to dive, and air to surface. All this can be made to happen through six or more substantially different systems.

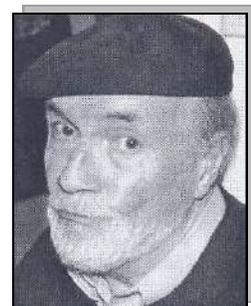
Most popular still on the American Continent are gas systems, such as 1:96 scale Miami’s. An on-board, in-ballast tank vessels holds enough Propel or similar liquefied gas to permit 10 to 15, seldom required “full blows”, and has an air and a gas valve, operated by a single linkage, to dive and resurface: air out, water in; water out, air in. But that’s just one way to get a model sub to do its thing.

Some ballast systems use an intravenous bag, rather than a rigid container. And there are pump systems – either air or water types. Air pumps suck air out of the ballast tank, and store it in an accumulator; water pumps simply void a tank of water. In a water system, a snorkel mast is needed to re-import air. Then, mainly in Germany, the Engel system is the “in” thing. It involves a cylinder in which a piston/bulkhead, operated by a threaded rod alters the air/water content. Works fine, but sure draws juice.

Now: Which way do I lean? DYNAMIC, or BALLASTED? To this day, I don’t know. My next sub project, though, a one man Molch, will most likely be a DYNAMIC diver. Then again, I’m very sold on the manoeuvrability and intricacies of BALLASTED jobs. So, after seven odd years, the jury’s still out. Sure hope that food and lodgings are tolerable.

With this, I render up my seasons greetings from fathoms down, and will deal with The Fear of Losing a Submarine Model in January. C-h-e-e-r-s!

Romanus Unicum





Boat built and donated by **Nelson Combe**, starting bid is \$50. Auction ends at the May General Meeting.

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Donna Ensor has donated this supply of wood from her late husband Ken to the club. **Bill Andrews** will be bringing small bundles to the General Meetings to sell. If you would like to see the entire collection, please contact Bill.



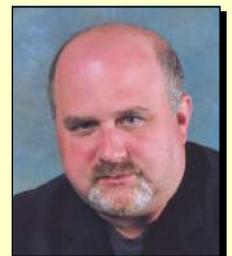
Shelbourne Shipyard

The day has arrived that all the shipyard workers have been waiting for. The Happy Hunter is "officially" complete. It's come a long way since August of 2009 (see photo below). She a few setbacks from time to time and a few occasions where I had to scratch my head to figure out some dilemma. The final pieces were added last week. I did elect to not complete every detail as per instructions. Too much detail can be a curse. We have all broken off some portion of our boats during transport. As well, less clutter make them easier to clean.

Like a real shipyard, this project was delayed several times so I missed my self-imposed deadline and was clearly over budget. Unless the yard owner orders an audit, the exact figure will never be known. For the record, her features include independent twin screws, bow thrusters, fog horn (currently on third one), working radar, working lights (running, foremast & mainmast), working anchor, semi-working crane and two fire monitors. Power comes from two 12v, one 6v batteries and numerous 'AA' batteries for auxiliary functions. With all this weight, it still takes 9lbs of lead to get it down to the water line. If maintained properly, I should get many years use out of her before any refit is necessary.

On to the next project.

Scott Munford
Yard Master





Battle of the Atlantic



Please use the Youtube link below for more Battle of the Atlantic action

<http://www.youtube.com/watch?v=M3YNC1le4ic>



Battle of the Atlantic

