



November 2006 Volume 28, Issue 11

The Binnacle

Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters
<http://groups.yahoo.com/group/VIRCB/>

Victoria Model Shipbuilding Society
303-2151 Haultain St
Victoria BC V8R 2L8
vmss@shaw.ca
<http://members.shaw.ca/vmss>



Our newest member, **Alex Vos**, with his sister, **Molly**, enjoying their boats at Harrison Pond. [Photo by Mike Woodley (with parental permission).]



From the Bridge

The November meeting is the night we elect a new executive for the following year. We are in desperate need of a secretary and a treasurer, please people, if you think you can help in this area, stand up and be counted, there will be lots of help forthcoming, just ask.



I went sailing at the **Powell Cup**, what an adventure in cold survival, and the wind in the first racing heat (I didn't feel any) was off the wall. The racers in the second heat(?????) fared a little better, but it still managed to spring my sail winch rig. One blown out jib and one dismasting, like they say in motorcycle circles "If your not busting gear or bleeding then your not (a) having fun yet (b) going fast enough (c) really trying. Well, we did all of the above, except for the bleeding part, replaced by runny noses.

It looks like our requests for help at Harrison pond are finally coming to pass, thanks to the efforts of **Mike Woodley** and some others. Its been a long haul but all comes to those that persevere.

We are setting up the calendar for the new year so your input will be appreciated.
Last call for photo's for the photo contest, get them into **Bill Sturrock**.
Get those cards and letters in to Santa if you really want that Christmas present.
See you on the water. **Dave Denton**

MINUTES

Victoria Model Shipbuilding Society

Regular Meeting – 12 October, 2006

The President welcomed members, and guest Bill Chrysler.

Members are asked to prepare messages of support for John Gough, and forward them by e-mail to his daughter Jessica.

Thanks were expressed to the City of Victoria Parks Division for all their help in trying to make improvements at Harrison Model Yacht Pond.

Following the break there was Show and Tell.

Respectfully submitted,

T. Pound
Secretary-Treasurer

2006 Executive Committee

<i>President Dave Denton</i>	<i>478-1800</i>
<i>Vice-Pres. David Taylor</i>	<i>652-6480</i>
<i>Secretary/Treas Tom Pound</i>	<i>595-6487</i>
<i>Show Coordinator Bill Andrews</i>	<i>479-2761</i>
<i>CRD Liaison Ken Lockley</i>	<i>477-5830</i>
<i>City Parks Liaison Mike Woodley</i>	<i>598-8379</i>
<i>Editors Ron Hillsden</i>	<i>479-5760</i>
<i>Bill Sturrock</i>	<i>479-0239</i>
<i>Quartermaster Bob Rainsford</i>	<i>383-2256</i>
<i>Entertainment Mike Claxton</i>	<i>479-2258</i>
<i>Mike Creasy</i>	<i>658-1731</i>
<i>Librarian John Gough</i>	<i>479-1843</i>
<i>Publicity Jack Ross</i>	<i>478-3191</i>
<i>Director at Large Ken Scotten</i>	<i>472-6187</i>
<i>Director at Large Derek Woollard</i>	<i>658-1150</i>



MEETINGS: Second Thursday 7:15-9:15
313 Brunswick Place Next is Dec14



POWER: Sundays 10 – 12
Harrison Model Yacht Pond, Dallas Road



SAILING: 3rd Sunday 1 – 3 PM
Beaver Lake Next is November 19



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



VMSS CHRISTMAS SOCIAL



DECEMBER 14TH!

POWELL CUP RESULTS – October 29, 2006

The Powell Cup is a perpetual award that has now completed its 6th season. Each year, sailing members of the VMSS match luck and skill with weather to compete for this Trophy. standings are based on four sets of scores gathered through Spring and Fall events.

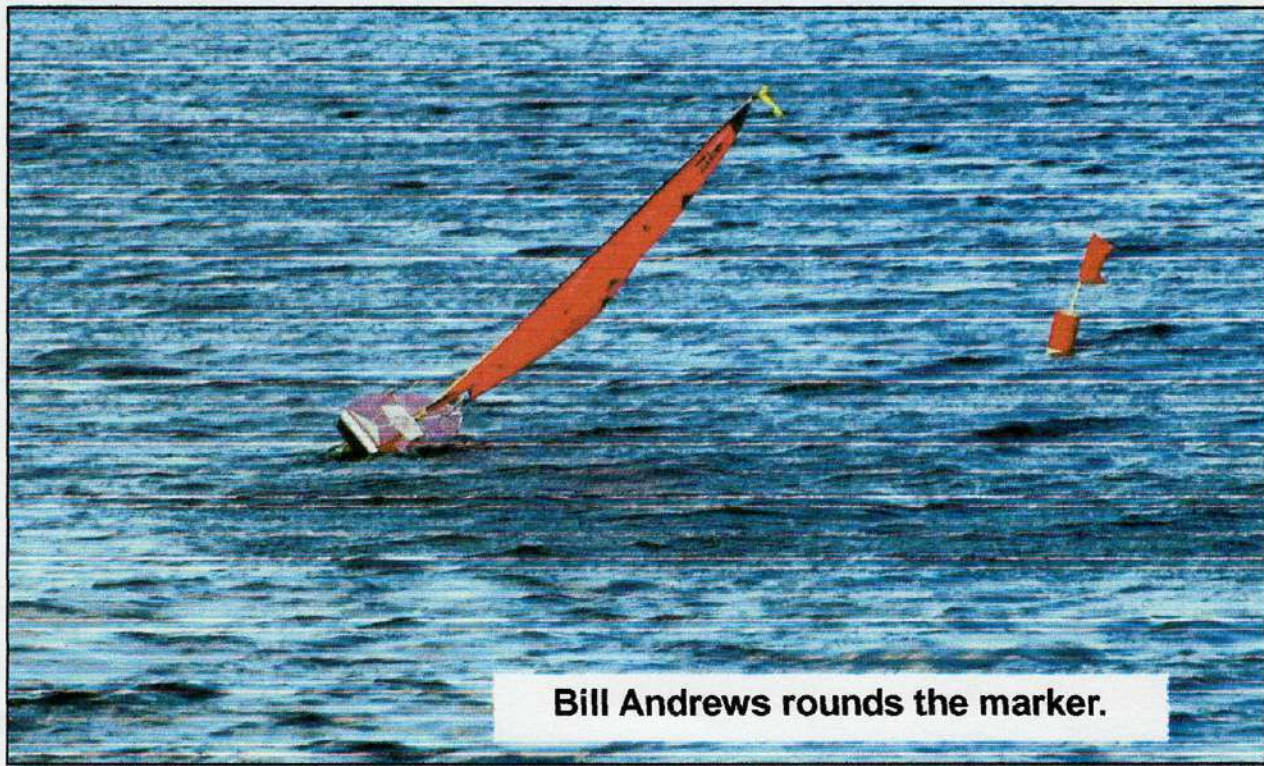
The scores listed below reflect this year's total by the members who participated for part or all of the four events. Winning the Powell Cup reflects being there for all four events along with some skills and a lot of luck to boot.

This is a fun event and that was the intention of David Powell, deceased member who donated the cup as a perpetual trophy for the sailor of the VMSS.

1st	Barry Fox	102 points
2nd	Lois Lockley	94
3rd	Dave Denton	91
4th	Ron Hillsden	77
4th	Dave Taylor	77
5th	Mike Woodley	75
6th	Gord Sirop	65

The following members could only partially participate because of boat failure: sinkings, demastings, etc. or other commitments, therefore scores were incomplete:

Bob Rainsford, Jennie Taylor, Scott Ringrose, Ken Scotten, Don Mills, Bill Andrews and Earnest Reed.
Ken Lockley



Bill Andrews rounds the marker.

THE SUB SUBJECT

Here then at last, the column's updating index that was originally scheduled for the Binnacle's September issue.

<u>2004</u>	August:	"The Sub Subject: '98-'03 Index (6 years)
	September:	Model Torpedo Explosion (Hydrogen Chloride)
	October:	Interview with Com. Loyd Barnes, RCN (Ret.)
	November:	In Praise of Model Submarines - Part I
<u>2005</u>	January:	Ballast Systems & Costs (Part III)
	February:	Maintenance, Trimming & Encouragement (Part IV)
	March:	The Australians' grief with the <u>Collins-Class</u>
	April:	About an An 86-year-old Submarine Postcard
	May:	Interview with Ervin Crosby USN (Ret.)
	June:	The new U212s and U214 German Submarines
	July:	Getting a Start in R/C Submarine Modeling
	August:	Mark-2 Model Torpedoes for the <u>Molch</u>
	September:	Interview with Non-Subber Ken Scotten
	October:	Air Independent Propulsion (AIP) Alternatives
	November:	Auxiliary Power in USN Nukes & Active Bow
	December:	Planes in Model Submarines
		Parts Suppliers & Test Results
		Mark-2 Torps
<u>2006</u>	January:	Wartime Supply Run by RN to Crete
	February:	The RCN's <u>Victoria-Class</u> (A Balanced View)
	March:	<u>The Complete IDIOT'S Guide to Submarines</u> (A not-too-favourable book review)
	April:	Tourist Submarines (throughout the world)

May:	The Kriegsmarine's K-Verband Midgets
June:	The Japanese (JIN's) WWII Midgets
July:	Italy's Decima Mas Midgets & Their Exploits
August:	The RN's Midget Subs & Manned Torpedos
September:	Building Waterproof (Model) Pressure Hulls
October:	Model Pressure Hull Penetrations
November:	"The Sub Subject" Aug., '04-Dec.'06 Index
December:	Servos in Model R/C Submarines

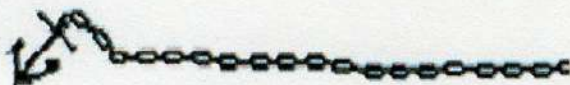
And there you have it - as up-to-date as NEXT month.

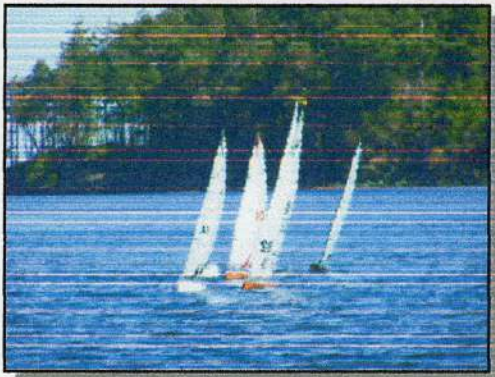
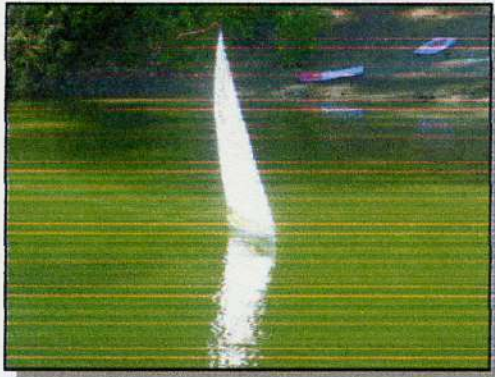
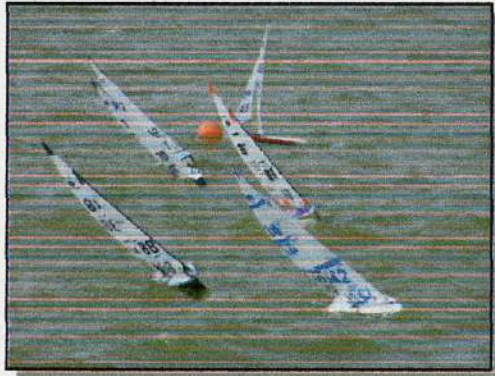
Come June of 2007, and the "The Sub Subject" will reach its ninth anniversary. And, all else kept equal, may reach its tenth with the May 2008 Binnacle. That'll be a bit of a milestone because, by then, the column will have absorbed some 120,000 words and some 960 hours plus of its instigator's and writer's time. All that, so far, has been a pleasure. Trouble is, though, where are the topics to keep coming from? Since hair scratching is (now) a thing of the past, it will require head scratching, but inspiration and suggestions from members and other readers will be welcomed and (most all likely) accepted with greedy hands.

Like it nor not, but model submarining, as well as what is going on with submarines in the world is (for monthly column purposes) a rather limited field - in which there is an obviously limited interest. Still, brick walls, when they are reached, are my forte. So I will leave you this month with a smile and a shrug, but no wink.

Next month, as already shown in the current Index, the preparation, alternative installations, the need for and possibilities with servos will be explored - just in time to bring you "Seasoned" greetings.

Romanus Unicum





Some great photos by Barry Fox! Thanks Barry. Eds.

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

Dec 14 - Christmas Social

Jan 11 - January Meeting

Feb 1-3 - CanWest Mall

The Most Powerful Diesel Engine in the World!

The cylinder bore is just under 38" and the stroke is just over 98". Each cylinder displaces 111,143 cubic inches (1820 liters) and produces 7780 horsepower. Total displacement comes out to 1,556,002 cubic inches (25,480 liters) for the fourteen cylinder version.

WANT TO SEE MORE?

<http://people.bath.ac.uk/ccsshb/12cyl/>

The International Space Station just happened to be in the neighborhood when September's Shuttle Launch took place... good timing! NASA photo



Subject: [VIRCB] Lakeside Safety

I was cruising the net tonight and stopped by the British MYA site to see what was new. I pulled down a copy of the latest HMS scoring spreadsheet, used almost everywhere for major regattas, and then noticed that they had a document about safety at sailing sites.

The first section deals with things to watch for while using rescue boats:

1.1 Rescue Boats and Life Jackets

Do not use a rescue boat unless wearing a life jacket.

Do not use a rescue boat when wearing waders.

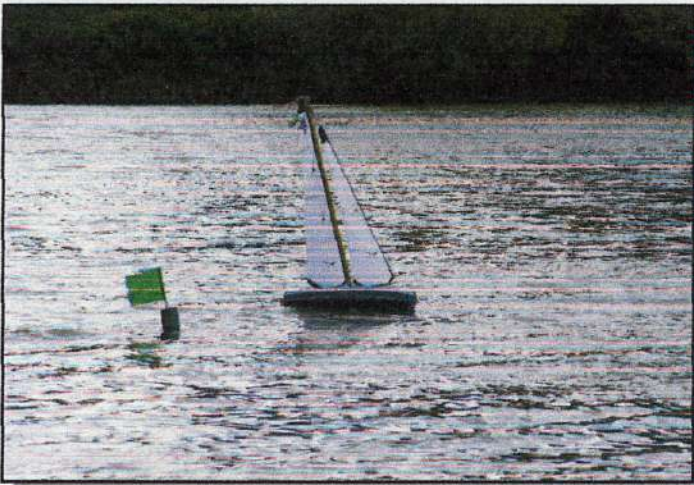
Do not use a rescue boat unless there is a watcher on the shore.

For a large event a club member should be detailed to man the boat and access denied to all others.

I am fully guilty on the first two and will change my ways immediately. If those waders fill with water there is a good chance you are going down so let's not have that happen. That means that whoever is setting the course and taking it down will likely need a hand to get launched and stay dry so when you see someone getting ready to go out, pitch in a help them have a safe voyage aboard the S.S. Beaver Lake.

Amazing how common sense just hits you in the face sometimes. -Barry Fox.

POWELL CUP 2006



Photos by Bill S.



Hood. Battlecruiser. Thin armour. Too bad.

By Mike Creasy

What was a battlecruiser anyhow? Why didn't they put on more armour? How can any big warship blow up and sink in seconds?

Battlecruiser was a term invented by Admiral Jackie Fisher, Commander-in-Chief of Britain's Navy in WW1. Fisher was raised in the very early days of steam-powered warships, when battle tactics were still based on wind-powered fleet actions.

There's a fundamental difference in the whole approach to battle between wind and steam. If movement is limited by wind (and your whole fleet can move only very slowly, if at all) you have to have your forces positioned well before the battle. And to do that, you need fast scouts out front, so you can know what the enemy is doing.

In the days of sail, slow battleships (6 to 10 knots) would stay close together in order to concentrate their fire. Fast frigates moving at maybe 10 or 12 knots would range ahead.

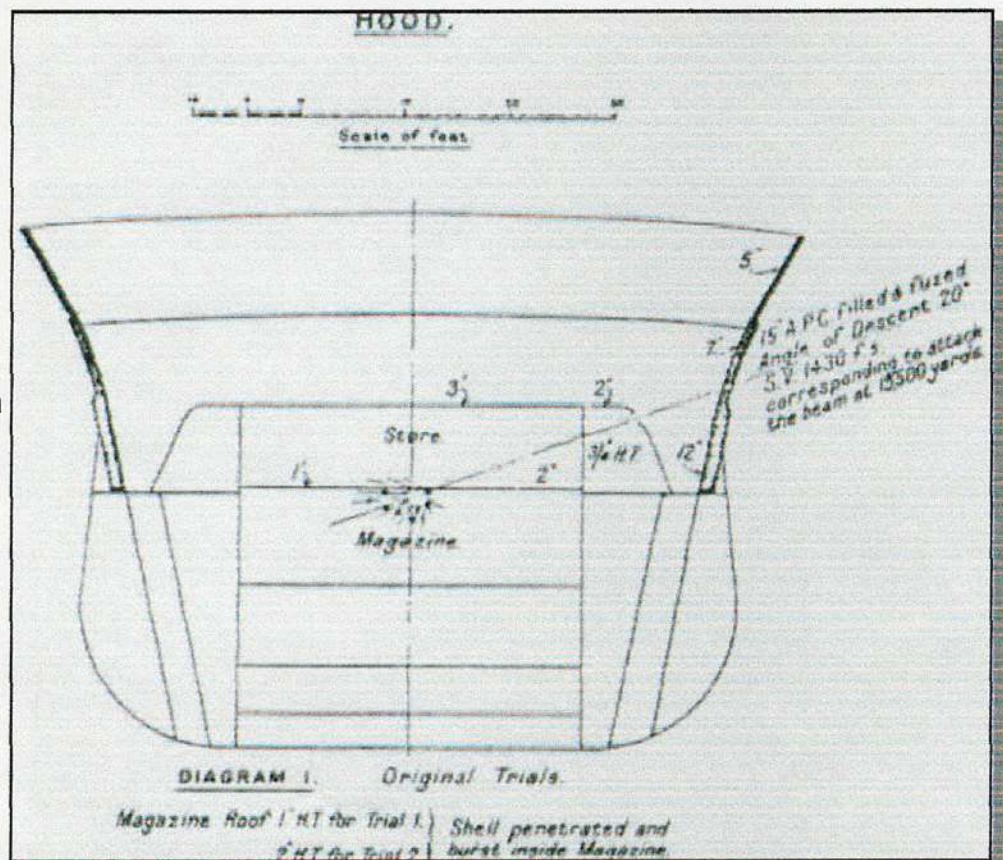
By 1900, battle fleets were steam powered and able to maintain about 20 knots. Common thinking was to have fast (25 – 30 knot) cruisers scouting ahead, with torpedo boats and torpedo boat destroyers further out. Britain had all of these in large numbers, in support of large numbers of dreadnoughts and pre-dreadnoughts. But other navies had built cruiser squadrons that were a match for British cruisers. The answer was to build bigger, faster cruisers and, in an exchange of rather stuffy memos between the Admiralty and the Director of Naval Construction, the concept of a battlecruiser was born.

The Hood class battlecruisers (4 were planned) were laid down in 1916 in response to several new German ships. Both the Hoods and the German ships were well armoured by the standards of the day, with the Germans generally having more armour and smaller main guns. **HMS Hood's** original design called for very little horizontal armour, but this was changed during the extended (3 year) construction period.

As built, *Hood* had a 12" main (side) armour belt with a 7" belt just above it. She had anywhere from 1" to 5" horizontal (deck) armour, and plenty of protection on turrets and conning tower. By comparison, the *Revenge* class battleships (*Revenge*, *Ramiliés*, *Royal Sovereign* and *Royal Oak*) built in 1916-1919, had 13" main belts with 2" deck armour.

Hood carried the same guns as a battleship, she was very fast (32 kts), and she was bigger than any battleship of her time so.... battleship or battlecruiser?? Semantics, really.

Whatever she was, *Hood* was a major advance in capital ship design when she was launched in 1919. Her sister ships were cancelled as the politicians tightened the purse-strings after the end of the war, and *Hood* alone became the flagship of a new age of naval design as she cruised the world between wars.





Subject: New Sound Effects Module on the market.

Gentlemen, Hi. My name is David Harrison. I own a small company called Model Solutions of Canada (www.modelsolutions.ca) and I'm also a member of the Rideau Nautical Modellers of Ottawa.

I design and manufacture innovative electronic products for the R/C model market. My flagship product is a terrific sound effects module that beats everything else out there for both feature set and value for money. I have attached a competitive comparison with other sound module products out there for your reading interest. I have sold several of these units to members of my club, and I would like to market my modules directly to members of other clubs as well. By marketing directly, I cut out all the distributors and hobby shops and keep my prices very competitive.

My sound module is unique in the world in that it has a USB interface which allows you to download and upload sound clips of your choice from a Windows XP based PC. This allows you to store your own favourite sounds on the module. It comes with sounds pre-loaded. It comes with a window sprogram I call SFX-PC.

This module comes in two variants - one (SFX4-2) has a switched to ground interface and stores up to 8 sound clips. This is good for those who already have some sort of channel switch decoder such as the MCD SWITCH8/16 units. It also would be appropriate for train layouts or static marine displays.

The other variant (SFX4-3) has a built in 16 channel switch decoder used for up to 10 sound clips, 4 auxillary switch outputs and 2 "channels" used for remote volume up/down.

Both versions have two "sound-light" circuits i.e. 2 independent lamp flashers that flash lamps in sync. with two of the sounds (user configurable). This is great for guns with small bulbs, LEDs or fibre optics at the end of the gun barrels.

Both offer very good value for money compared to my competitors.

My second product is a 16 channel switch encoder/decoder. This is similar in function to the MCD units. However, it is a bit smaller, and a great deal cheaper. It also comes in two variants. SWITCH16-16 has 16 straight switched to ground circuits. SWITCH16-12 has 12 switched to ground circuits and a polarity reversing circuit controlled by two of the TX buttons (one on for one direction, the other on for the other direction). The latter is good for any reversing motor circuit such as bow thrusters, gun turrets, winches etc.

I also developing a very inexpensive (\$24.95) failsafe circuit which combines a Loss Of Signal (LOS) detector and a low battery voltage monitor. Switched ouputs can be slected to be steady or flashing to drive LEDs, lamps or bring a submarine to the surface if either of these unsafe conditions exist. This price is also very competitive.

Please can you consider these products for your modelling needs. The sound units can be used in model trucks and model train layouts as well. Would you please forward my email to all the members of your club. Please let me know by e-mail if you want to buy any of these units. I will then give you payment details.

BTW, I wrote the article called "Ditch the Glitch" in the Summer 2006 issue of "Radio Control Boat Modeler" - I also sell all of the RFI suppression components mentioned in that article - details on my web site.

Regards,

**David Harrison
President,
Model Solutions of Canada
www.modelsolutions.ca
(613) 882-4649**

Editor VMSS Newsletter
October 15, 2006

On my recent trip eastward to Toronto, I took time out to visit Leading Edge Hobbies in Kingston. Any time, as all of you know, you enter a hobby shop you invariably exit with a hole in your pocket. My visit cost over \$150.00, unbudgeted for so please don't tell my wife.

The main reason in writing this article was to let you know that the shop has moved to a new and much larger location. There is now over 5,000 sq ft of floor space and every square inch is used or so it seems. They boast that it is the largest Hobby Shop in Ontario.

The owners, Tony and Mike Daicar, very kindly showed me around the new location and it seems like they are stocking everything from all types of radio controlled kits and equipment, plastic and wood models, kites, slot cars in all scales coin and stamp books and albums, many hobby related tools and accessories, rc cars, model railroad, lots of aircraft and of course my favourite boats. I never get tired of browsing around hobby stores or looking at catalogues and this was no exception. Occasionally you had to duck as a remote controlled helicopter was buzzing overhead.

I know a number of our members are not on the internet so perhaps the following information may prove beneficial.

Leading Edge Hobbies do not have a mail out catalogue which is quite surprising. The owners, I felt, thought everyone was on the internet and therefore did not print any mail out catalogues. Perhaps that will change in the future. If any members would like a copy of their on line catalogue I would be only too happy to print it for you, free of charge of course.

Leading Edge Hobbies can also be reached toll free at 1-866-389-4878, and of course by snail mail at 699 Gardiners Road in Kingston Ontario.

Ernest Reid



Flags FOR model ships

Ron Hillsden
250 479 5760

<http://members.shaw.ca/modelflags/>



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