

November 2013 Volume 35, Issue 11



# The Binnacle

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



Yahoo! Newsgroup : VIRC  
Vancouver Island Radio Control Boaters





## Victoria Model Shipbuilding Society

Call to order: 7:31 pm

1. Welcome: **Harold Lacy** was introduced as a new member. Guests **Brian Muriam, Carol and Marian Denton, Bob Westgate, Roger Barkley** and **Mark** from the Shaver Shop were introduced.
2. Outreach: **Romain** has the flu at the moment.
3. Club finances: **Mike Creasy** indicated that the fiscal year end for the club is September 30th and he will report to the club executive this month. Results will be given to the membership next month at the general meeting.
4. Upcoming Events:
  - Armoury military display event is being held on November 10<sup>th</sup>.
  - November 3<sup>rd</sup> was a date suggestion for the Powell and Denton Cups
  - Elections for the executive are to be held in November along with the contest for best new build. The meeting will be held at the Naden Navy Museum.
  - The Christmas Social will be held on the church on December 12<sup>th</sup> at 5:30. Tickets are \$18.00 per person for a full meal. See **Bill Andrews** for tickets.
5. Show and Tell:
  - **Harold Lacy** showed his scratch built cardboard boat
  - **Mike Woodley** showed his Dumas tug the Atlantic Salvor
  - **Arnold McCutcheon** showed his one piece coroplast boat build
6. Adjourn and Break

## 2013 Executive Committee

<b>President: Mike Claxton</b>	<b>479-2258</b>
<b>Vice-Pres: James Cox</b>	<b>382-3266</b>
<b>Secretary: Graham Smith</b>	<b>477-8234</b>
<b>Treasurer: Mike Creasy</b>	<b>888-4860</b>
<b>Show Coordinator: B.Andrews</b>	<b>479-2761</b>
<b>Binnacle Editor: Scott Munford</b>	<b>382-1673</b>
<b>Quartermaster: Bob Rainsford</b>	<b>383-2256</b>
<b>CRD Liaison: Barry Fox</b>	<b>294-0350</b>
<b>Parks Liaison: Mike Claxton</b>	<b>479-6367</b>
<b>Sailing Director: Fred Herfst</b>	<b>652-8445</b>
<b>Librarian: Vacant</b>	
<b>Publicity: Ron Armstrong</b>	<b>385-9552</b>
<b>Memberships : Barry Fox</b>	<b>294-0350</b>
<b>Director@Large: Jim Briante</b>	<b>590-5708</b>

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**

7. Entertainment:

- Swap and shop was a success!

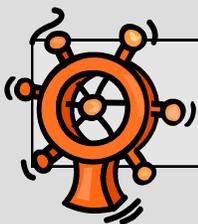
Respectfully Submitted  
**Graham Smith, Secretary**





## Meeting Moments





## From The Bridge

The Club has had a busy season having participated in a number of public activities as well as our regular running on Sundays at Harrison and Beaver Lake. It is now time to look at new builds, repairs or finishing that model that you never quite get to. There are also those at home tasks that you let slip by in order to go boating that must be considered.

The meetings have been interesting – trying to arrange for a presentation that appeals to everyone is sometimes difficult but members have stepped up and it has been reasonably successful.

Our last event was yesterday – November 10 – we were asked to participate in something new. The Ashton Armoury Museum held an open house to show the public what they have in their archives. They added the model ships, models of military equipment and displayed some of the older vehicles that they have been restoring. The Club had about 15 boats on display and I think those that did attend found these of interest.

This Thursday is our AGM and it will be held at the Naval Maritime Museum over in Esquimalt (map in the last Binnacle). We will have our election of officers for the coming year – please consider letting your name stand – we do need a secretary to replace Graham as he is stepping down after two years.

Bring out your Best New Build for judging. After the meeting you will be able to have a tour of the Museum – there is a lot to see, we'll try to keep the business component short.

The Christmas Social is ready to go. **Bill Andrews** has worked hard to provide a quality meal at a fair price and he feels he has been successful. Remember to get tickets earlier than later so the caterers are prepared.



## ON THE RADAR

INFORMATION ON UPCOMING EVENTS

**November 14th: AGM @ Naden Museum**  
**December 12th: Christmas Dinner /Awards**  
**December 14: Annual Lighted Boat Parade**



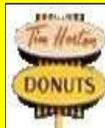
**Meetings: Second Thursday 7:30-9:30**  
**St. Peter's Anglican Church, Lakehill**  
**3939 St. Peter's Rd.**  
**Upcoming Meetings: November 14th,**  
**December 12th, January 9th**



**POWER: Sundays 10 – 12**  
**Harrison Model Yacht Pond (HMYP)**  
**Dallas Road at Government Street**



**SAILING: 1st and 3rd Sundays**  
**Beaver Lake**



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

All in all a reasonable year, no major sinkings or damage to members boats. Enjoy the coming months – a new model perhaps for the show at Westshore early next year!

Let's see everyone at the AGM and the Christmas Social.

**Mike**





## Powell & Denton Cups 2013

November 3 was our day for gathering at Beaver Lake for the combined Powell and Denton Cup Day. For those of you that may not know, this all started years ago as just the Powell Cup for sailboats. It is kind of like Monopoly on water or maybe something like a poker run. But basically you sail from "port" to "port", pick a card and then follow those instructions to know what comes next. The card tells you if you have done well or not and where to go next. If you do well, you get paid. If not then you pay from your seed money (chips). A few years ago it was decided that maybe a similar event for powerboats would be a good idea. A cup surfaced that had a dent in it and it was jokingly named the "Dent-in" Cup. Overtime I guess we got tired of explaining the joke and it morphed into the Denton Cup and that is more appropriate following David's passing this year.

This year we woke to find calm air and sunshine and water that was perfect for the powered boats, flat. Five sailboats and six powered boats were entered and away we went. First up was the Denton crew and after a few pauses while **Dave Taylor** went through a series of boats to arrive at one that ran, away we went. Lots of trips up and down the shoreline to visit the various ports during the 25-minute time limit.

As time expired and chips were counted we had the following results:

1 <sup>st</sup>	<b>Bill Andrews</b>	59 points
2 <sup>nd</sup>	<b>Dave Taylor</b>	30 points
3 <sup>rd</sup>	<b>Bob Rainsford</b>	26 points
4 <sup>th</sup>	<b>Nick Nicholson</b>	24 points
5 <sup>th</sup>	<b>Ernie Reid</b>	20 points
6 <sup>th</sup>	<b>Ian Fraser</b>	8 points

Good to see Ernie back out with us and thanks to the sailboat crew for manning the ports. Next up was a shuffle of the ports to better suit the sailing crew. The winds were very light so the geography of the world was shrunk a bit to make sure that the boats could get from port to port reasonably. Another 25 minutes was assigned and off they went. As expected the scores were a bit lower due to the soft winds but it was a close race throughout. And at the end of the session we had:

1 <sup>st</sup>	<b>Peter Stevens</b>	38 points
2 <sup>nd</sup>	<b>Adrian Harrison</b>	29 points
2 <sup>nd</sup>	<b>Dave Taylor</b>	29 points
4 <sup>th</sup>	<b>Bill Andrews</b>	26 points
5 <sup>th</sup>	<b>Bill Smith</b>	20 points

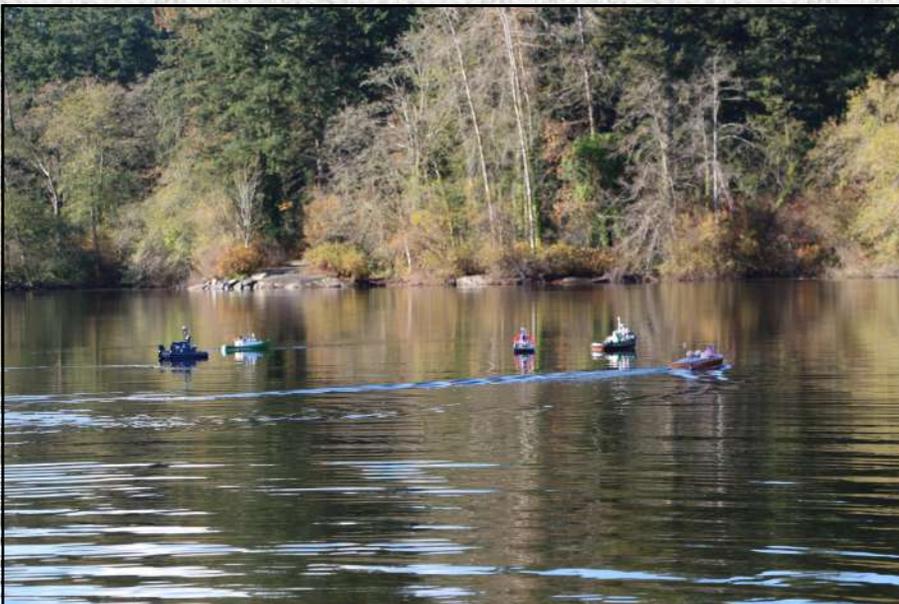
Thanks to the powered boats skippers for being the port masters for this group. In addition, thanks to **Ron Armstrong** for being the lead port master for both groups. The downside is trying to figure out why only 9 out of 60 members brought boats out for a friendly and not really very skills based event??? Any old boat will do. You don't need the fastest boat to compete as the result is pretty much luck of the draw thing. It was a beautiful day and we did actually have some breeze in time for the sailboats but even that breeze would have had little to no effect on the powered boats. This is a pretty simple event to put on so there isn't a pile of effort involved in putting it on. But the lack of turnout makes us question if the club in general is really interested in organized fun. Maybe we'll give it one more try next year before this too is shelved for lack of interest.

Come out to club events. Bring your boats. It is fun to hang out with other members while using your boats.

**-Barry Fox**



## Powell & Denton Cup Action









THE SUB SUBJECT  
(Part III of "In Praise of Model Submarines")

As announced in last year's last column, it will now be attempted to alleviate concerns concerning ballast systems and construction/building costs. The Old College Try is coming up.

#### 5. BALLAST SYSTEMS ARE COMPLICATED ENIGMAS

There's a truth to that, but not a hard one. Furthermore, a ballast system is eliminated if (especially for a first model) a dynamic diver is chosen. Bow and stern planes then control submergence—as long as there's linear motion. The control surfaces will also expedite surfacing, but putting the throttle stick in neutral will surface the boat on her 10-15 per cent buoyancy.

In choosing a prototype for a dynamic diver, attention should go out to picking one with a high waterline, i.e. low buoyancy. My torpedo-releasing MOLCH (Bratwurst) is an example. She goes under at no speed, handles like a docile puppy and, so far, has never failed to come up for more. She's fun, and she's simple.

Modelers pursuing the thrill and spectacle of static diving may pick from an array of proven, basic ballast system designs—depending on preference, confidence, skill, cost and other factors. Basically, though, all varieties hold much in common: function for one, and components for another.

In model and prototype alike, the ballast system allows increases and decreases in the sub's buoyancy: increase to submerge; decrease to surface—or to run on the surface. Invariably, this requires a hard or soft container (tank) that can be flooded to dive, and voided to surface. A single servo will handle both functions.

In both Canada and the U. S., the gas ballast system is still most common. Air brush propellant at 150-60 p.s.i. is transferred into an on-board tank. When that tank's valve is servo-opened, it forces water out of the ballast tank, which surfaces the model. When the same ballast tank's top (air) valve is lifted or depressed (via servo) air/gas flows out, water takes its place and the model submerges.

The gas system is relatively simple and easy to construct. Its sole disadvantage is the cost of buying cans of Propel, Testor or equivalents.

Next in popularity are the pump systems. A small pump/ compressor pumps air in one design, or water in another. Either way: they cost more to build and, compared to gas, are fairly slow (15-20 sec.) and often noisy.

Then there is the German Engel system that comprises a cylinder in which a motor-spun threaded rod moves a piston (bulkhead) forward and aft.

Engel's major advantage is its great accuracy in taking on and pushing out water. On the downside: it draws a lot of juice and, upon submergence, raises the atmospheric pressure throughout the dry hull. That pressure, caused by water volume displacing sealed-in air, can run high enough that the lip seals at hull penetrations lose their effectiveness.

And there you are: build a dynamic diver sans ballast system, or go for one of the main options or their hybrids. Their building difficulties are probably on a par with those of smoke generators, winches, moving gun turrets and their ilk. Not that challenging, really.

#### 6. SUB MODELS ARE EXPENSIVE TO BUILD OR BUY

They can be, but need not be. Sure, even a dynamic diver should operate on a 4-channel radio: throttle, rudder, bow planes, stern planes. In a pinch, stern planes can be set by hand before launch, like in Krik's U-25. But that ain't all that hot a solution. A worse solution: hook both sets of planes to the same servo . . . Well . . . try if you must.

Beyond the 4-channel radio, a model sub should be equipped with the recommended lip seals, and lip-sealed stuffing box. Also, at least one extra servo ("extra" over a simple surface model) goes on the procurements list. A C-note or less should cover the "extras," depending on the chosen TX-RX set.

Turning to the EXPENSIVE, it can be so. Throw in a SubSafe, a depth control, an APC (Automatic Pitch Control), an

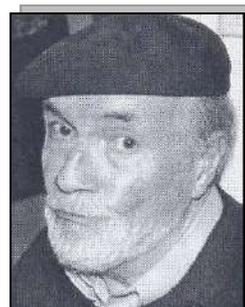


electronic noise maker (RAM?), an underwater video camera plus a torpedo launcher and whatever it takes to get to the whole enchilada, and the costs can soar at a dizzying rate to an Everest height. But half of those luxuries can wait for later—if ever.

Meanwhile, a copious array of kits has come to market in recent years. They vary in quality and detail from dubious to superb, with some offered in Basic-, Basic Package and Deluxe Package form—e. g. SubTech's Albacore. Alternatively, numerous vendors in Canada, the U. K., the U. S. A. , Europe and Asia have either GRP or vacu-formed hulls with externals (i.e. sails and control planes) in their catalogues or on the web. All that, of course, for modelers who look for shortcuts to building from scratch which, in the end, is no more challenging for subs than for any other genus of models at large.

(Note: Article originally published January 2005)

## Romanus Unicum



The Sub Subject will be taking a break. As many of you are aware for the last while archived articles have been published while Romain has been under the weather. We look forward to his improved health and new articles very soon.



## Pond Action



A **Bravo Zulu** for **Bill Andrews**, pictured above. He's there every Sunday making sure our path to the pond is clean for us.





## Christmas Dinner & Awards Night

December 12th, Doors open at 5:30

Roast Beef Dinner with Yorkshire Pudding

Tickets \$18 each. Cut-off date is December 6th.

Contact **Bill Andrews** for tickets.

New location this year.

Dinner to be held at our regular meeting place.



# **WESTSHORE RC HOBBIES**

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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.

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Ship Kits & Accessories  
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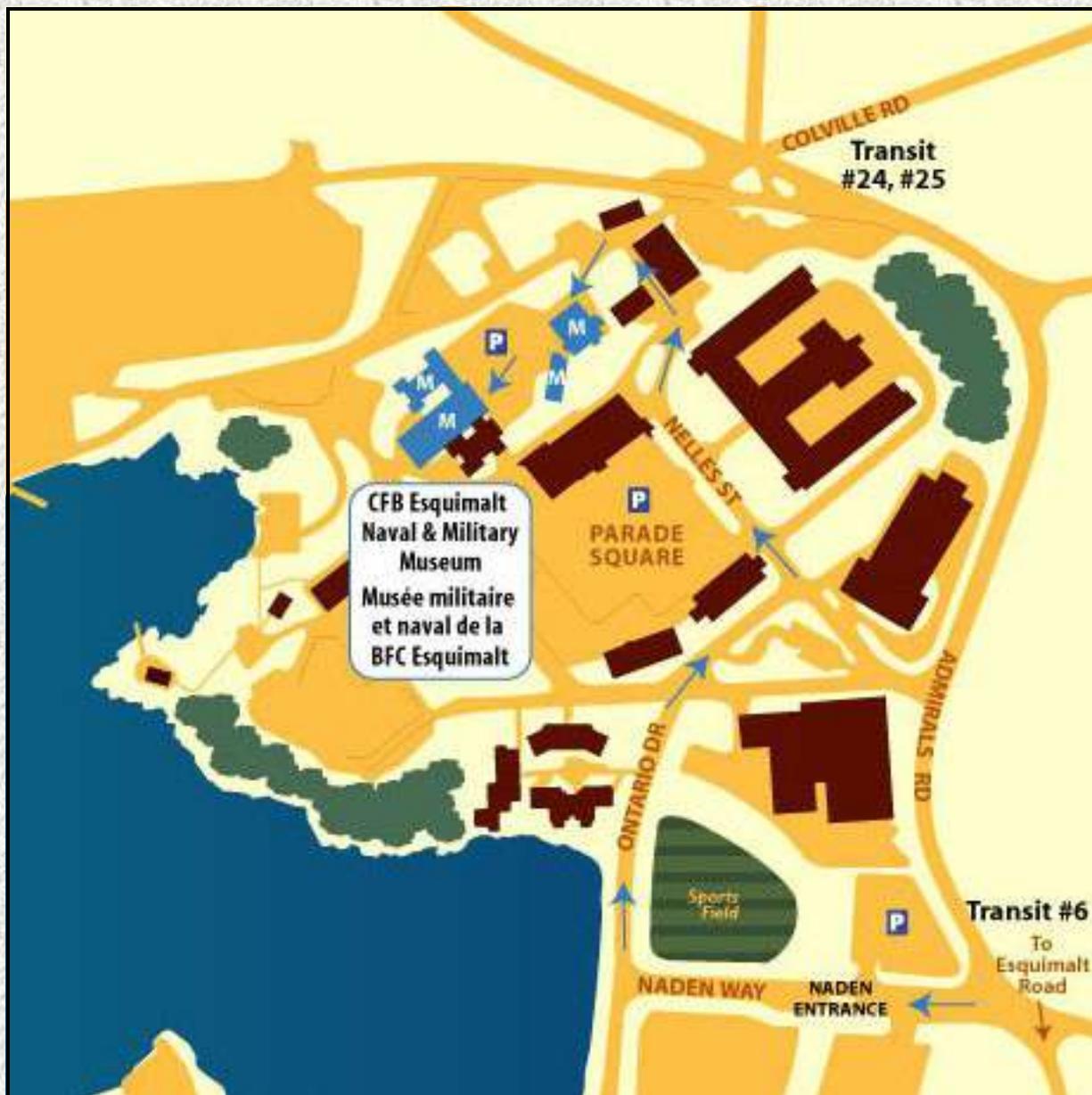
**Contributions to the Binnacle are  
welcomed.**

**Deadline for submissions: **Sunday**  
before the monthly meeting.**

**Editor: [newsletter@vmss.ca](mailto:newsletter@vmss.ca)**

*From the  
Editor's Desk*

The November Meeting will be held at the Naden Military Museum at CFB Esquimalt. Use the map & directions below to find your way. This is one meeting you shouldn't miss, besides being held at a unique location, it's also our AGM where the club elections will be held as well as the voting for the "Best New Build Awards".



To help guide you here, there are blue lines painted on the road surface. Follow these lines as you walk or drive through Naden from the Admirals Road entrance. There is also signage marking the way, just look for the signs with the letter 'M' for museum.



**Victoria Model Shipbuilding Society**  
**Financial Position**  
 As of September 30, 2013

	<u>Sep 30, 2013</u>
<b>CASH ASSETS</b>	
<b>Cash &amp; Accounts</b>	
High-interest Savings	\$1,356.12
Petty Cash A	343.10
Petty Cash B	29.21
Term Deposit - GIC	7,000.00
VMSS Chequing	1,017.08
<b>Total Cash &amp; Accounts</b>	<u>9,745.51</u>
<b>Other Current Assets</b>	
Undeposited Funds	<u>170.00</u>
<b>TOTAL CASH ASSETS</b>	<u><u>\$9,915.51</u></u>

I certify this to be an accurate representation of the Victoria Model Shipbuilding Society's financial position on September 30, 2013.

\_\_\_\_\_  
 M. Creasy, Treasurer

This unaudited report was reviewed and accepted by the Executive Committee of the Victoria Model Shipbuilding Society, October 24, 2013.

\_\_\_\_\_  
 M. Claxton, President