



# The Binnacle

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



Yahoo! Newsgroup : VIRCB  
Vancouver Island Radio Control Boaters



LURKING IN DARK WATERS  
FOR THE UNWARY...



TRICK OR...



TREAT!



BARBIE DOES HARRISON!



## Victoria Model Shipbuilding Society

General Meeting – September 9, 2010

Call to order: 7:30 pm (25 members and 3 guest in attendance)

1. Welcome: **John Van't-Haaff Sr, Miller and Matson** were guests at the meeting. **Graham Smith** rejoined the club. New members **Jack & Kevin Roseborough** were in attendance.
2. Outreach: **Romain** was speaking to **Betty Gibbs** and there is going to be a statue of **Len Gibbs** erected at the Inner Harbour in the near future.
3. Club Finances: **Mike Creasy** reported that we have received payment from the Maritime Museum and the Saanich Fair as well as a \$50 honorarium for the use of our equipment for Brentwood Days. Donations at the Saanich Fair totalled \$143. Currently we have just under \$11,000 cash on hand.
4. Upcoming Events: Beaver Fever takes place on October 2<sup>nd</sup> & 3<sup>rd</sup> at Beaver Lake. **Barry** has had some entries from the Northwest US. There will be no entertainment for the October Meeting; instead we will have a Swap & Shop.
5. Open Forum: **Mike Creasy & Bill Andrews** attended a meeting at City Hall for the proposal of a 'Playful' art exhibit at Harrison Pond. They reported that it is a good thing that the City wants to put money into Holland Point Park but it will have no impact on our boating experience.
6. Show & Tell: **Dave Denton** had his sub there and if anyone was interested in looking at the plans, they would be available at the break.
7. Adjourn business portion & break
8. Guest speaker **Jim Reslein** gave a very interesting presentation on Wing-in-Ground-Effect (WIG) Vehicles.

Respectfully Submitted  
**Scott Munford**, Secretary



## 2010 Executive Committee

<b>President:</b> Barry Fox	294-0350
<b>Vice-Pres:</b> Rob McDonough	598-4619
<b>Secretary:</b> Scott Munford	382-1673
<b>Treasurer:</b> Mike Creasy	888-4860
<b>Show Coordinator:</b> B. Andrews	479-2761
<b>Binnacle Editor:</b> Bill Sturrock	479-0239
<b>Quartermaster:</b> Bob Rainsford	383-2256
<b>CRD Liaison:</b> Rob McDonough	598-4619
<b>Parks Liaison:</b> Mike Claxton	479-6367
<b>Sailing Director:</b> David Cook	388-5994
<b>Librarian:</b> Dave Denton	478-1800
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<b>Director at Large:</b> Rob Ross	592-6866



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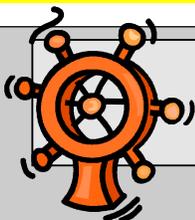
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**The Prez Says...**

**Prez Says:**

Short column this month.

Our year end is closing in on us quickly. Our financial year looks to have been very good due to the outstanding number and quality of donated models and equipment we have received. While that has been very good we have to be careful to make sure we don't come to expect that to happen every year.

We have had some initial discussions with the City and are waiting for the go ahead to add another table at Harrison Pond as well as permission to mount up a boat launching apparatus to ease the launch and retrieval of some of the heavier boats.

For the sailing crew we are working on a plan to replace our existing rescue boat with something considerably lighter and maybe a bit more steady in the water.

Hopefully, if we can pull those things off, your sailing days with your boats and ships will be easier and more enjoyable.

The end of the year also brings us to our Annual General Meeting. Two items of note that happen there are the review and approval of the past year's operating statement and the election of the Executive for next year. You should receive a call shortly asking you to consider accepting a nomination for an



**ON THE RADAR**  
*INFORMATION ON UPCOMING EVENTS*

**November 11 —Annual General Meeting!!!**  
**December 9th —Christmas Social at Gorge Vale Golf Club (see page 6)**



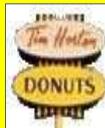
**Meetings: Second Thursday 7:30-9:30**  
**4050 Carey Road**  
**Next is: November 11, 2010, AGM**



**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: October 17th, 2010**

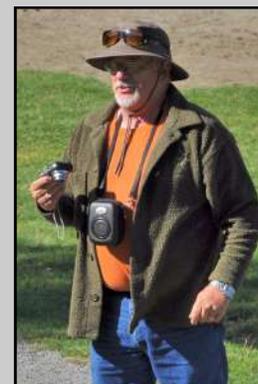


**LANGFORD LAKE NAVY**  
**Wednesdays 9:30**  
 Langford Lake, Leigh Rd at Trillium

Executive position. We do have a couple of vacancies for next year so here is your chance to help the club continue to move ahead.

As I said, a short list this month. Back to the lakes.

**-Barry**





## THE SUB SUBJECT

ONE DELICIOUS MORNING IN MAY, **LEN GIBBS** and I met at the Pond. He had something to ask me. We took a seat on Orv Wilson's bench—all this under the threat of another stay at one of the hospitals.

Len said he'd been wondering if he supplied the ideas, would I devote a "Sub Subject" column to advice directed at established modelers, ready to the plunge into three-dimensional (submarine) navigation?

Apparently, over the 14 years since he'd scratch built and ran the Tally-Ho and successors, he'd been asked for help and constructive criticism long after the time for either or both passed. Invariably, these situations ended up with abandoned projects that were never revived. As a result, our sparse V.M.S.S. group within the Club had failed to grow much beyond three participants.

I said to Len, I would relish the offer of working with him, but that I had two topics in the pipeline, the Russian Borei for August and Japan's intended attack on the Panama Canal for September's The Binnacle. Further, I couldn't see how to meet his goal properly in less than three installments: (a) before, (b) during, and (c) after construction.

Len was totally happy that I agreed to the cooperative effort, and could see clearly that there still wouldn't be much fat in the texts, even expanded to three installments. Then, in a quiet, casual tone, "I'll not be around to see it through".

I, of course, resisted the notion, but he didn't budge. As we all know, his prophesy came to pass. On August 12, Len traded the temporal for the eternal. I intend to carry his torch with all the dedication I can muster, but will miss my friend deeply.

### A. BEFORE ANY PHYSICAL START

So far, your intent stands firm. You will build or otherwise acquire an operational model submarine. Don't make it too tough. Follow all or most of the suggestions to be offered for three months running. Doing so does not guarantee success, but will almost certainly eliminate failure. If it doesn't...well...it should. For now: **DO NOT RUSH OFF TO THE WORKSHOP**. There's lots to be learned first.

Do what young lawyers are often admonished to do by a judge: "Go inform yourself."

Start off by reading articles in the Cub's magazines and at least its one book by **Norbert Brücken**, but do not get disheartened by the fancy stuff that requires watchmakers' skills and tools and deep electronic knowledge.

For articles, most all of the long-running magazines feature submarine topics now and again. But foremost: turn to the website and quarterly publication (SubCommittee REPORT) at [www.subcommittee.com](http://www.subcommittee.com) and check into the availability of back issues. But don't

indulge in flights of fancy. Remember: you volunteered as an apprentice—a tyro.

Via computer or otherwise, look for catalogues from the major hobby houses. You'll likely end up needing some of their offerings. Then, at least, when and where available, check out hobby shop displays. They

### DO NOT RUSH OFF TO THE WORKSHOP

may let you peek inside the box—the one with the great, unachievable artist rendering on the from of its lid.

If you've followed the foregoing self-education program, it may be possible to make some reasoned key decisions:

- to go on, or toss in the towel
- to scratch build, or buy a sei kit, or a full kit, or major components (e.g. hull, pressure hull, control surfaces, rudders, diving planes ...)
- consider carefully the options of going dynamic or static. Dynamic absolves you of the need for a ballast tank and a safety or rescue device. When stopped, and not impeded by weeds or such, the boat will rise to its waterline. Its submerged performance will approach that of a static diver. The static diver, however, affords smoother, more leisurely operation, and draws more spectator admiration, *i.e.* a steamy blow of a gas-operated tank remains a thrill.
- decide on a prototype (for a scratch job anyway) you'll have to assemble numerous items that are not so readily available all in one spot. But the needs will vary with the acquisition choice. Most full kits, for example, may include most everything—save and except radio and receiver. Now, going to the extreme for a scratch project:

- an at least four-channel radio that has a water-penetrating signal. Standard Hi-Tech or Futaba will do. Depths of up to 60' have been reported by a SubCommittee member.

- a speed control
- three servos: rudder, bow and stern

planes

- a simple 400 or 500 electric motor with suppressors soldered to the terminals and across
- possible reduction gear: 3.5/1 or less
- a 3/16" stainless steel shaft
- a 5-7 bladed bronze or equivalent

screw (3/16")

- a lip-sealed stuffing box in brass housing

- 1/4" lip seals in brass fittings for every pressure hull penetration, *i.e.* for the servos' control linkages

### YOU VOLUNTEERED AS AN APPRENTICE

(Continued on page 5)



(Continued from page 4)

- a B.E.V.R. (voltage regulator) to eliminate the need for a second set of batteries. All could run nicely on a 4-Ahr, 6V battery, sealed and installed in the free-flood area=outside of the pressure hull.

Now for the fairly common yet more exotic options: (a.k.a. "Goodies").

- an A.P.C.: Automatic pitch control. (allows hands-off level flight.)

- a L.S.D. (Lost signal detector). For statics only, will blow the tank after a six to seven second signal interruption.

### ASSEMBLING WHAT'S NEEDED TAKES TIME

- A.D.C. (Automatic depth control). May be combined with A.P.C. to control stern planes.

All of the mentioned *automats* operate in-line, *i.e.* they have two Futaba style terminals. One plugs into the RX; the second one goes into the specific servo. Apparently, simultaneous operation of the A.P.C. and A.D.C. has not been too successful. Could be a matter of fine-tuning.

*Note: a more recent addition in the building options, Tami and other providers of kits meant for static display do such fine and suitably scaled work lately that hobbyists have*

### SPEND MONEY WISELY, BUT DON'T GO CHEAP

*turned to their conversion into operating dynamic or static divers. Worth a go, if you have truly nimble fingers.*

That ends, then, the "A" section of this trilogy. It is hoped that it will encourage some accomplished modelers to join the model submarine building ranks, while it may have made it clear to others that they are not quite ready yet to jump into a rather expensive venture.

Next month, under "B" some specific model building advice and (very humble) suggestions will be offered. 'Till then, keep a level bubble.

### Romanus Unicum

(Inspired by Len Gibbs)



## 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"**
3. Model ships and related topics only, please. **Limit of 3 (three) entries** per person.
4. **Deadline November 15<sup>th</sup>, 2010.**
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!!**

*Here is the new website for the North West guys - their monthly bulletins are on the top line - October one is out - fair amount of reading there.*

[http://web.me.com/hookpilot/North\\_West\\_RC\\_Ship\\_Modelers/Club\\_Welcome.html](http://web.me.com/hookpilot/North_West_RC_Ship_Modelers/Club_Welcome.html)

Thanks to Mike Claxton



## Old Wood & Rusty Iron

by Mike Creasy

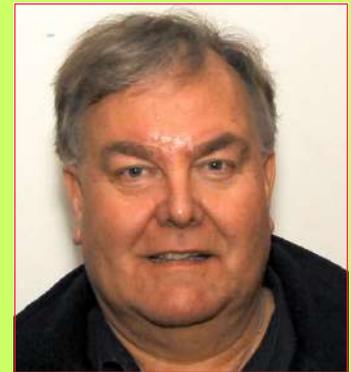


*Will return next month. Ed.*



Could you please put a reminder in about our **Christmas social** tickets -\$27.50 or two for \$50 for a full course sit-down turkey dinner, plus lots of door prizes and awards. No-host bar, etc etc. Tickets on sale Thursday night.

See our esteemed tur...oops...Treasurer for your tickets:



**Venue: Gorge Vale Golf Club....same as last year.**

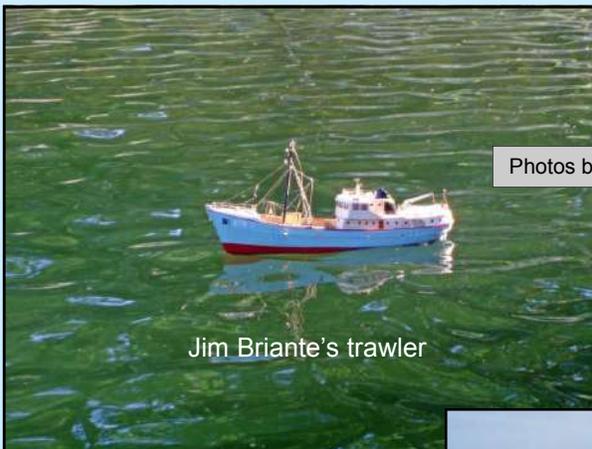




**BEAVER FEVER 2010**



Kevin Hamilton's Barbie



Jim Briante's trawler



Jim Cox's submarine

Photos by Bill Andrews



Ron Burchett at work in France: somebody has to do it!



## Beaver Fever 2010

As you have heard through the Binnacle and at meetings, VMSS hosted a sailing regatta for International One Metre class boats at Beaver Lake on October 2<sup>nd</sup> & 3<sup>rd</sup>. We enjoyed a good entry of 17 boats from as far north as Hornby Island and from the south as far as Seattle, WA. Out of the 17, 7 of those were VMSS members so that was a nice representation from our own club.

Leading up to the event we became aware about the condition of the lake. If you haven't seen it recently, the water level is very low this year and as a result the weeds are very near the surface. With keels hanging down almost half a metre in the water, snagging weeds was a real likelihood. So early in the week **Jan Schmidt, Ian Dawson** and myself had a few goes at sweeping the lake. The first day we took off 4 good sized wheelbarrow loads of weed but when you looked down in the water that didn't seem to have made a difference. So the next time out we had a more efficient boat and (on the advice of **Rob Ross**) slung a 5 foot long bar under the boat about 3 or more feet. We just went up and down the lake breaking off the top sections of the weeds. Then we got Ian and Jan, one of each side of the boat, hanging over the side with a rake in hand, feverishly sweeping the rakes around to break off even more weed. When we finished our last round of the lake on Thursday it looked like a salad bowl with weed everywhere. But below the surface we could see that we had successfully gotten a lot of it knocked down. Now we relied on the wind to drive the loose weed down the lake over the next day or so.

I checked it on Friday and it looked a lot better so confidence was good that we had made a considerable improvement.

Saturday morning everyone started to arrive and put their boats through the inspection line to make sure they were at legal weight and that their rigs were all correct according to the class rules. So far we didn't have very much wind so it looked to be a day where we start out at least in very light wind conditions, not the best for sailing. But at 10:30 as we started to run the first start sequence the wind built a little bit. As the first race finished, more wind. By the time we started the second race the winds had settled in nicely and stayed that way most of the day. Only one big shift early in the day and then steady winds all day.

From the outset there was good close racing all the way through the fleet. Many 2 or 3 boat battles right down to the last boats in each race. We were still treated to weed on the keels but the "weed gods" mostly were quite fair about giving everyone a fair dose. **Ian Dawson** likely had the most weed confrontations which wasn't too fair considering his good effort to help clear out so much of it through the week.

At the end of the first day we had managed to run 18 full races. Each race takes about 20 minutes to run so you can see that we didn't waste too much time between races.

Saturday noon saw the arrival of the VMSS Hot Dog Patrol in the form of **Mike Creasy and Bill Andrews**. They performed their magic on the hot dogs and served everyone a hot hot dog or two so that they would have the energy to keep up for a vigorous afternoon of racing.

At the end of the day, **Jan Schmidt** had established himself as the sailor to beat with his Topiko performing well. **Graham Herbert**, from Hornby Island was a bit behind but is always a threat to turn in great finishes with his Zoom design. And **Steve Young**, one of our Washington visitors was a bit farther back in 3<sup>rd</sup> place with his Victory hull but had a couple of others nipping at his heels. We left the lake to head for an evening social which consisted of BBQ burgers and chicken, skillfully cooked up by **Robb and Janet McDonough**. Beverages were served and a good time was had by all who attended.

When we started up again on Sunday morning, the air was very still and showed no real sign of building. As we started the first race we got a little tease of wind that gave hope we would see a repeat of Saturday but by the end of the first race it had quieted right down again. We waited a short while and it looked like we might see some wind coming down the lake but that race turned into a real drifter with a number of boats being scored in their positions on the water to get the results.

We waited a bit longer to see what would happen but nothing came along so it was decided to call it a regatta at that point, give out the awards and let the travelers among us start their journeys home.

At the end of 20 races we had VMSS member **Jan Schmidt** take the honors with a total of 49 points. In second place, **Graham Herbert** took the silver medal with 62 points followed by VMSS member, from Duncan, **Ron Ingalls** with a score of 80 points to take the bronze medal. Events like this don't happen without a lot of member help to make all the individual pieces work. In addition to those already mentioned I had; **David Cook** take care of billeting any out of towners who wanted accommodation; **Dave Denton** who manned the rescue boat which turned into a weed sweeping duty as well as course marker setting; **Ken Lockley** who was the primary score keeper making sure that all boats were accounted for in every race and proving a score sheet to; **McKenzie McDonough** who took care of entering all the finishing results into our computer program so we had up to date results all the time; **Ron Armstrong** who acted as Ken's backup at scoring to make sure we counted correctly; and **Lawrie Neish** who took care of our tech inspection process and stood by to be our Protest Committee lead if we needed that service (we didn't). Many thanks to all these folks, they make it easy to run a quality regatta.

So that is it for Beaver Fever for the first year. I intend that this will become an annual event so I am working on figuring out when it will be best to hold next year. Stay tuned.

-Barry Fox

## Shelbourne Shipyard

Work has been proceeding along at a comfortable pace on the Hunter. I have attached my mid-deck to the hull. As stated in the previous article, I had some concern about installing my crane at this stage of construction. I decided to throw caution to the wind and lock it down. I said a prayer as I installed the setscrews on the crane swivel gear, as an Ordained Minister it might carry some extra weight, hoping they don't back off. If they do, it's not impossible to get at them just very unlikely without the aid of small fingers, a long hex wrench and a dentist's mirror. Painting the hull is not that far off now.



Photo by Scott Munford

The second dilemma on my mind was how far to go with the details. We have all broken items of our ships during transporting them to show or the pond. Even my submarine was not immune from this I discovered the hard way. Once I started to put some handrails on my stacks, the decision became pretty clear. Besides that's what CA glue is for. As you can see in the two photos, just a little goes along way. Since this ship will become the centrepiece of my fleet, I might as well go the distance. One lesson I

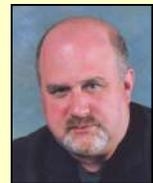


Photos by Scott Munford

learned late was to work with small pieces in a confined area. On the door of one of the stacks, you will see what are supposed to be four black hinges. During production, two were lost. They simple fell at my feet in the carpet. But after 20 minutes searching with a flashlight, I had to make replacements.

There will be no article next month as it was strongly suggested that this project might make a nice Show & Tell item at the November meeting. So the Hunter will make an earlier appearance that expected in four weeks.

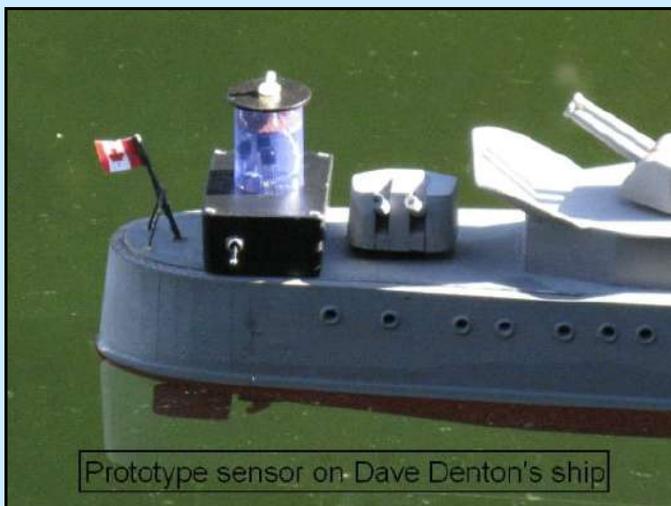
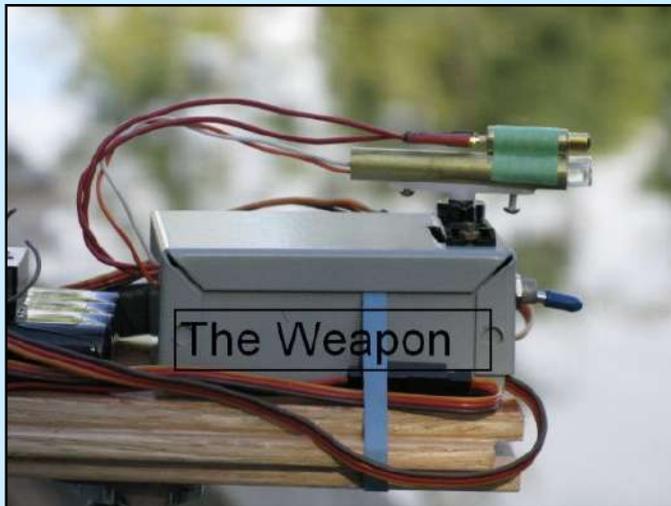
**Scott Munford**  
**Yard Master**



**AGM NEXT MONTH!**

## Model Warship Combat© Update Jim Briante

The initial idea of a non destructive Model Warship Combat System using “light as a weapon” has finally taking form. On September 6, 2010 a prototype target and gun were tested at Langford Lake. The target was placed on Dave Denton’s ship with the gun stationary mounted on a tri-pot. The result of the experiment was encouraging but more important the testing facilitated more discussions/inputs at the Wednesday sessions of the Langford Lake Navy.



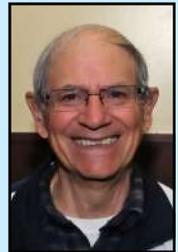
On the technical side the ability to transmit and receive asynchronous data with a very low error rate has been an area of major concern and has caused delays and setbacks. The various methods tried (and

there have been many) to encode/decode data stream have yielded error rates that have been unacceptable. The problem has now been solved by using a clever encoding/decoding scheme. This has produced error free transmission and reception for distances longer than required and at lower power levels than initially anticipated.

### Next Step

I’m off to Ontario for several weeks and when I return work will commence on prototype II.

Prototype II will incorporate significant changes in both hardware and software. The new design will not only reduce cost of outfitting a ship with multiple guns and targets but will also have additional programmed functionality thus bringing Warship Combat a step closer to an all out naval battle.



Comments /suggestions welcomed.

briantej@gmail.com  
Photos by Jim Briante

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## REMINDER!

**DEADLINE FOR ENTRIES TO THE  
PHOTO CONTEST IS NEXT  
MONTH!**

### Just a few Rules:

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3. Model ships and related topics only, please. **Limit of 3 (three) entries** per person.



### The Langford Crowd—S.O.S.D.D.

We still go out every Wed. morning for boating and coffee. The larger models are well underway, mine is the smallest at 64 inches, and the rest just keep getting bigger. Steve is trying to sell his carrier, he says 10 feet is too long, (uh yup)

My submarine is on hold until the control seals arrive.

Today I am putting the shafts into the destroyer, It will be ready to test in a few weeks, I am going to a straight drive system, to get rid of that annoying gear howl in my small destroyer. This will make the new boat go

way too fast. If this is the situation, I can build new props with seriously reduced pitch, this should hold the thing back a little.

I apologise for missing the last day of Beaver Fever, but my new (old) truck dropped dead, a new starter fixed it up and it is running well now.

See you at the pond--The Langford Crowd  
**Dave Denton**



## TALL SHIPS 2011, VICTORIA, B.C.



<http://www.tallshipsvictoria.ca/>