



# The Binnacle

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



Yahoo! Newsgroup : VIRCB  
Vancouver Island Radio Control Boaters



**"Union Jack",  
anchored in  
Port Renfrew.**



**"OLDTIMERS"**  
Photos by Bill Sturrock

**"Pallada",  
visiting  
Victoria.**





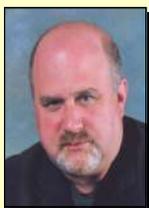
# Victoria Model Shipbuilding Society

General Meeting – September 8, 2011

Call to order: 7:40 pm (22 members in attendance)

1. Welcome: New members **Gary Forsythe & Allan Adams**.
2. Outreach: **Ernest Reid** is in hospital after a fall injuring his hip & ribs. **Ron Burchett** is in hospital with pancreatitis.
3. Club Finances: **Mike Creasy** reported that so far this year; the club has a deficit of \$1100. Included in that is the costs for the club's 3 new Springer Tugs at \$827 and a new rescue boat has been purchased for Beaver Lake at \$500.
4. Upcoming Events: The October meeting will be a Swap & Shop with November being our Annual General meeting with the election of the new Executive and the voting for the Best New Build Awards.
5. Open Forum: **Scott Munford** informed everybody that due to late shipping by Staples, there were no paper copies available for tonight's meeting. **Alex James** asked about the where the davit is stored? It is stored in the locker at the pond.
6. Show & Tell: **Don Meyer** had a blue deck light, **Dan Baker** had a sheet of lexan that members could take pieces off of and **Graham Smith** asked the members for input on a speed boat project.
7. Adjourn business portion & break
8. After the break, **Don Meyer** won the 50/50 and **Kevin Hamilton** the raffle prize. Following this, **Jim Briante** gave an impromptu talk on speed controllers.

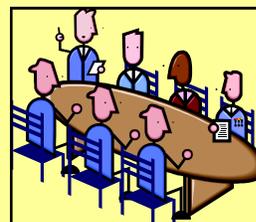
Respectfully Submitted  
**Scott Munford, Secretary**



## Executive Committee

<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!]

**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**

## BC Shaver & Hobbies

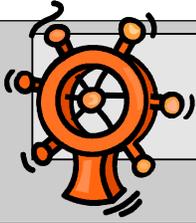
Garnet Rancier

742 Fort St. Victoria BC V8W 1H2  
(250) 383 0051  
<http://www.bcshaver.com/>



Ship Kits & Accessories  
Radio Control  
Tools and Materiel





## The Prez Says...

### Prez Says,

October already and lots still on the go. A successful stint at the Saanich Fair with a good turnout of members to man the booth. We maybe didn't have quite as boats on display but what we had was good and they were all spaced out nicely so people could get a good look at them. We were a little shy of bodies for the set up day and it took almost twice as long to do as a result. We really do need a bit more participation in some of that part of doing our displays.

Our new club boats were on the water at the Fair and worked quite well. Some teething issues but mechanically (and radios as well) worked like a champ. The fixes should be done shortly and then we will have to make sure we use them to their fullest to give new folks a chance to try out our hobby.

The new sailing rescue boat should go into service by the middle of the month. After some talking (maybe quite a bit of talking) we arrived at a design for the trailer to hold it at the lake and that is just about complete. I expect that sometime this in the next few days we will make the change over and get the old one "on the market" and gone. David Cook has kindly agreed to house the old boat while it goes on sale and take care of answering any question from potential new owners. We won't get a lot for it but we should get some which will offset some of the costs.

We are going to have a blitz kind of a Sailing Championship this year. It will start on October 30 and continue on November 13 and 27<sup>th</sup>. Should be entertaining. In addition, the diehard sailors are going to race and demonstrate our boats at the Royal Victoria YC on October 22 from around 10:30 until 4:00 or whenever the wind dies down. Drop by if you want and have a look and maybe take a turn at having a sail.

Powell Cup and Denton Cup (monopoly on water) will take place on November 6<sup>th</sup>. If you haven't done this before, you should. The Powell Cup component is for sail boats and having the fastest boat is no guarantee that you will win. As a matter of fact, as fast boat can have you losing big time, and quickly. Denton cup is the same thing only for powered boats. It is good fun. Look for the notice elsewhere in the issue. Thanks to longtime member Ken Lockley for jumping in to help organize and run this. We can use a few people to act as Harbour Masters (a quite simple job actually) so let me know if you can come out for the morning on November 6<sup>th</sup> and help out a bit.

And that gets us to November's meeting. The main part of November's meeting is to conduct our Annual General Meeting and hold elections. The number of people putting their hands up to take on one of the jobs has been, well, underwhelming. Many of these positions are what you want



## ON THE RADAR

INFORMATION ON UPCOMING EVENTS

**November 6th: Powell Cup, Denton Cup**

**November 10th: AGM.**

**December 8th: Christmas Social**



**Meetings: Second Thursday**  
7:30-9:30  
4050 Carey Road



**SAILING: 1st and 3rd Sundays 1 – 3 PM**  
Beaver Lake  
Next is: October 16th



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

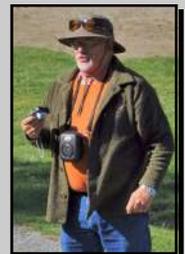


**LANGFORD LAKE NAVY**  
Wednesdays 9:30 AM  
Langford Lake, Leigh Rd at Trillium

to make of them. The only imposition is one extra meeting a month for the Executive and maybe a little bit of help from time to time to get something done. Really not much of an imposition on your life. So seriously consider stepping up for a year or two and help the club keep on going.

You will soon read notices and postings on various Internet forums moaning about the arrival of winter in other parts of the country (or even other countries) and the resultant frozen ponds and feet of snow. It is those times that we have to remind ourselves that we are very fortunate to live where we do and really have 12 months of model boating every year. We might get a few weeks from time to time when the water is a bit crusty but not for months on end. Get out and enjoy you models whenever you can.

-Barry





## THE SUB SUBJECT

### Part I: Magnets in Models

Owing to a failed search for more authoritative (i.e. less contradictory) information on the proposed **kamikaze** attack on the Panama Canal, it seemed best to let the topic rest a while longer and delve into the uses/applications of magnets in the linkages of both model submarines and surface vessels such as the American, British, German and Italian torpedo boats.

The main function of magnets in any given linkage is, with exceptions, to open or close an electrical circuit. The simplest, but totally practical function of a single magnet was demonstrated years ago by **Tony House**.

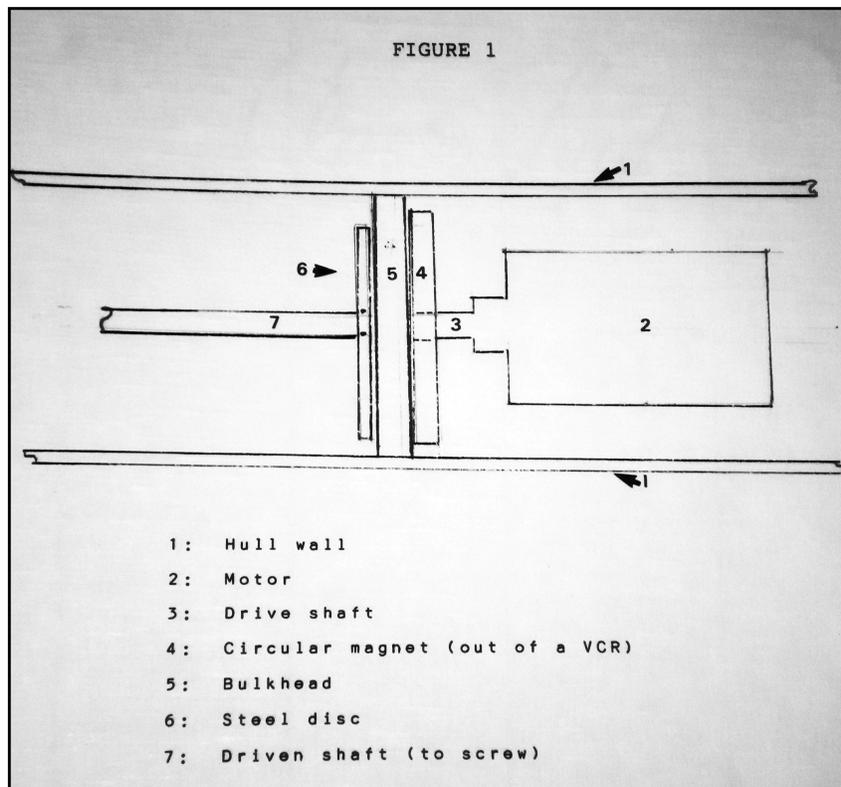
On one of his several models he used a magnet as the principal on-off switch. The circuitry was hidden under the deck and in the "off" position. When he moved a disguised magnet (a hatch, greenhouse or whatever) to the right spot on the deck above the magnet, the model's motor started. That way, there were no obstacles to access the "on" switch. Plunk it on the deck, leave it there until the model's run was to end, and away from the hidden switch's magnetic field, or tuck it in a pocket. Clever, reliable and timesaving. That, however, is as simple and basic as it gets. A second easy use is to fix a disc-shaped magnet (find 'em in old VCR's) at the end of a short drive shaft, keep it on the dry side of a bulkhead, and have it spin the second part of the shaft that has the screw at its end. Here as well, a metal disc is needed, but it need not be magnetic as long as the driving magnet is strong enough – which most are.

The chief benefit of such a set-up is that stuffing box seepage no longer matters. The end shaft goes out and comes into a freefloat part of the hull. Such a set-up is most advantageous in submarine models. It eliminates one of the common sources of leakage/seepage, i.e. at the stuffing box. The bulkhead will protect all that needs to be kept dry, i.e. the electronics. Also, depending on a model's size (read: "length") and internal layout, there is no likely need for a U-joint coupling. Not shown in

"Figure 1", however, is a support bearing for the driven shaft ("7"). Without such support, things could get a little wobbly.

Another advantage of the magnetic drive lies in protection for the screw. When caught in weeds, or forced to stop for whatever reason, magnet "4" will only exert that much torque. In the meanwhile, the motor can spin away until it's switched off. Note also that the set-up lends itself to great variations in a model's scale – from totally big to miniatures. The latter is a potential boon to model torpedoes, but, in that case, the need is not great. Furthermore, space availability inside, even larger torps, can cause problems.

Although not shown in "Figure 1" it is not suggested that the motor is to float in air. It needs mounts. Usually a horizontal bridge to the hull's wall is the answer. But thought should be given to avoid or absorb vibration. Most electric motors are well balanced, but the same may not hold true for "(4)", the circular magnet. Now, the magnet itself may be perfectly balanced, but attaching a shaft to it dead centre may not be that easy. Much will depend on how the disc is mounted in the (suggested) VCR.



So far only the easiest applications of magnets have been explored. But the plot thickens when their use is to start the motor in working torpedoes.

There exist two very basic alternatives – both based on the type of the model boat. Will they be housed (at rest) below or above the waterline? Call it "wet" or "dry".

In most of the prototypes, the initial torpedo load is carried inside the tubes. To launch/fire the fish, the tube is flooded and the propulsion system is activated electrically or, earlier, mechanically. Either way, the torp's screw can get busy and get out of its

tube aided by water resistance at its stern – commonly assisted by a generous dose of compressed air \*. For a torpedo boat, or any other military above-the-water job, air is the sole agent. Motor running, the missile will "land" on course, a good distance away from its carrier. All of that duck soup for specialized engineers and weapons manufacturers. But somewhat more difficult in models. Not out of the question but more problematic. So, easier methods are available for either wet or dry launchings.



The best and simplest possibility lies in the midget submarine prototypes – especially the Nazi WW2.

At HMYP many among the Binnacle's readers will have witnessed **Len Gibb's** Seehund releasing her R/C torps, and the ones with contra-rotating screws from the writer's Molch. Both of those midgets carried their two torps externally, and the magnetic circuitry had the sole purpose of starting the small motors upon their servo-operated **release** from the boat. Fuller descriptions and illustrations will be offered in the November "Sub Subject" column. Till then, think some about the use of compressed air or gas. It has been done Stateside.

Don't overlook good weather Sunday's at the "Pond" but do overlook the new "statuary".

### Romanus Unicum

\* Compressed air assisted launches were avoided where aerial observation posed a threat.



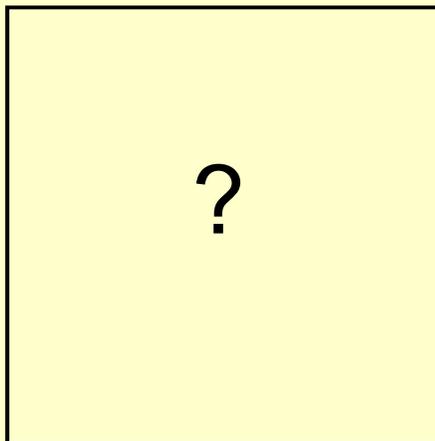
**Contributions to the Binnacle are welcomed.**  
**Deadline for submissions: **Sunday** before the monthly meeting.**  
**Editor: [vmss@shaw.ca](mailto:vmss@shaw.ca)**

### The Coastal Tugboat "Aly A"

The coastal tugboat "Aly A" is a scratch built freelance model designed after large east coast tugboats from the early part of the last century. She represents a typical coastal tugboat of 128 ft or 48in at 3/8 to the foot scale. With battery installed she weighs in at 37lbs and is powered by a 12-volt motor with a 2:1 belt drive reduction. These tugs ranged from 120 to 160 ft and between 800 and 1000 hp, which doesn't seem like a lot by today's standards, but these were powerful tugs for their time. Unlike harbour tugs, they had to spend relatively long periods at sea. They required accommodations for crew, extra fuel storage and condensing steam engines. These tugs usually pulled three or more barges loaded with coal, lumber, cotton and other goods up and down the east coast. They played a big part in the U.S. Economy.

I enjoyed building this my first marine model and have plans to build another, a touch shorter, but the same construction. Perhaps there will be a barge in the works, Something for the "Aly A" to tow around the pond.

**Al Adams**





# Old Wood and Rusty Iron

- by Mike Creasy



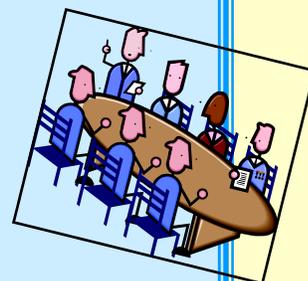
Summer break for Mike...may be  
back in the next issue.  
(He needs attaboys)

# ELECTIONS...

## NOVEMBER MEETING EXECUTIVE OPENINGS:

Secretary,  
Vice President,  
President.

One-Year terms...  
Step up to the Helm..



# FOR SALE!

9 inch **SERIES 1000 UTILATHE**  
**METAL LATHE (with manual)**  
Model A Manufactured by Standard Modern  
Canada

Contact: Rosemary Allen  
[rosemaryallen@shaw.ca](mailto:rosemaryallen@shaw.ca)

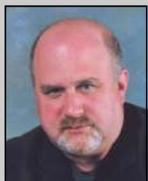


## Shelbourne Shipyard

As the current boating season winds down, so does the work on the Hunter. It made a successful debut at the Saanich Fair, in part thanks to the early sea trial at Beaver Lake where some flaws were discovered but quickly fixed. Whether manoeuvring around the pond, blasting the foghorn or sending several spectators home wet, I was very satisfied with its performance. Now that it is operational, that just leaves the detail work but I'm not in any hurry to complete it. Need some down time after rushing to have it ready for the Fair.

I have another addition to my fleet. This one is complete out of the box. I'm sure most of us had one of these as kids. Expect to see it at the Hobby Show in February.

**Scott Munford**  
Yard Master



## 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!!**



**UPDATE!!!**

**BUILT BY NORM FARLEY...FOR AUCTION:**

**NOW AT \$300!**

**CONTACT: BILL ANDREWS:**

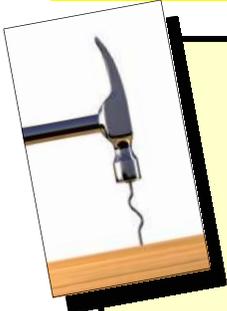
**(250) 479-2761**



Show Coordinator

**FOR SALE: DONATED BY JACK PLUMMER \$50.  
CONTACT: BILL ANDREWS.**





Will return next issue ...

Dave Denton



### **Best New Build Award**

Just a gentle reminder to our members that our AGM is sneaking up on us, “What does that mean you say?” Well, besides the annual election of our Executive, this year we will be having our first “**Best New Build**” awards. You can enter one of four categories: Sail, Work, Pleasure and Military. If you would like to have your ship considered for an award, you must bring it to the AGM in November for presentation to the General Membership, as it is they who will vote for the winners in each category.

Here are the rules again; your ship can only be entered in one category and only once in its lifetime. It must be complete at the time of presentation and be a current project. You cannot enter a boat you completed several years ago. Sorry Bill, adding a piece of railing to the Point Fermin does not make it eligible. The Award Presentation for the winners will be at the Awards Banquet in December. We would encourage the winner of each division to bring their ship to the Banquet for display.

So Good Luck and I expect to see lots of boats to choose from in November.

**Scott Munford**  
Awards Committee





# SIGHTINGS!!!



Photos by Jack Plummer