



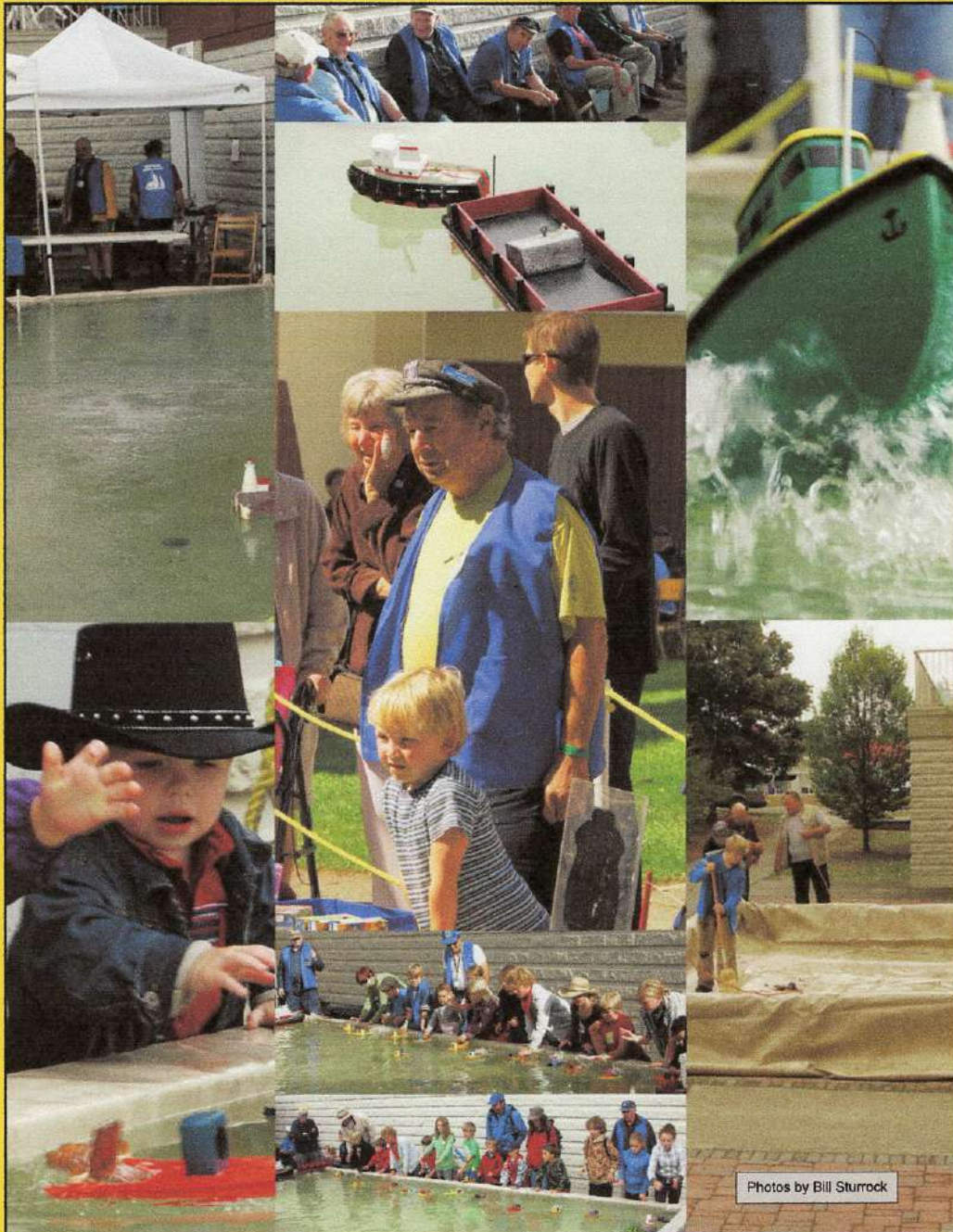
**SUB SUBJECT INDEX UPDATE!**  
See Page 4.

Victoria Model Shipbuilding Society  
Victoria BC Canada  
vmss@shaw.ca  
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB  
Vancouver Island Radio Control Boaters

## SAANICH FAIR 2009: WILD...WET... WONDERFUL!



Photos by Bill Sturrock



## Victoria Model Shipbuilding Society

General Meeting – August 13, 2009

Call to order: 7:30 pm (26 members & 3 guests in attendance)

1. Welcome: Three guests introduced themselves to the group.
2. Outreach: All is well.
3. Club Finances: Mike Creasy reported that we have \$2900 in the chequing account and \$5300 in the GIC. We are on schedule to break even for the fiscal year.
4. Upcoming Events: The 3<sup>rd</sup> leg of the Summer Sailing Series takes place on August 15 & 16<sup>th</sup> at Robinson Lake in Nanaimo at David Cook's cabin. The Saanich Fall Fair goes from September 5<sup>th</sup>-7<sup>th</sup>. Sign-up sheets to be passed around. Set-up us on Thursday September 4<sup>th</sup> at 9:30am. After the set-up, Ernie Reid has invited all those who help out back to his place for a BBQ.
5. Open Forum: Scott Munford had copies of the Membership List for anyone who wanted one. Bill Sturrock will be at HYMP on August 30<sup>th</sup> to take picture of the Military Models to submit to the Navy. Mark Giles asked if anyone was interested in Battleship Wars. Len Thomas has some books to donate to the library. Don Meyer enjoyed the article in the Binnacle on the transport of the submarine. Dave Denton has arranged the plans in the library.
6. During Show & Tell Bill Sturrock had his addition to the Shelly Foss. Dave Denton had his "infamous" freighter. Mark Giles had a Japanese Destroyer hull.
7. Adjourn business portion & break
8. Barry Fox showed his design for a better sail winch. Scott Munford showed off his new "Happy Hunter" model kit.

Respectfully Submitted  
**Scott Munford, Secretary**



## 2009 Executive Committee

<b>President:</b> David Taylor	<b>652-6480</b>
<b>Vice-Pres:</b> Ken Ensor	<b>478-6884</b>
<b>Secretary:</b> Scott Munford	<b>382-1673</b>
<b>Treasurer:</b> Mike Creasy	<b>965-6487</b>
<b>Show Coordinator:</b> B. Andrews	<b>479-2761</b>
<b>Binnacle Editor:</b> Bill Sturrock	<b>479-0239</b>
<b>Quartermaster:</b> Bob Rainsford	<b>383-2256</b>
<b>CRD Liaison:</b> Rob McDonough	<b>598-4619</b>
<b>Parks Liaison:</b> Mike Claxton	<b>479-6367</b>
<b>Sailing Director:</b> David Cook	<b>388-5994</b>
<b>Librarian:</b> Dave Denton	<b>478-1800</b>
<b>Publicity:</b> Rob Ross	<b>592-6866</b>
<b>Director at Large:</b> Barry Fox	<b>294-0350</b>

All above (250) area code



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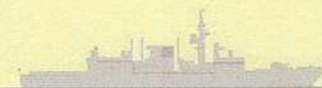
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## ON THE RADAR

INFORMATION ON UPCOMING EVENTS

### Powell Cup/Denton Cub – 4th October



**MEETINGS: Second Thursday 7:30-9:30**  
313 Brunswick Place  
Next is October 8th, 2009!



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



**SAILING: 1st and 3rd Sundays 1 – 3 PM**  
Beaver Lake  
Next is September 20th, 2009



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



[No comment]



## From the Bridge

Hi Shipmates  
Hi Shipmates

Well here we are again at the end of another summer and thanks to the weather some good boating weather. This last weekend saw many of our membership in attendance at the Saanich Fall Fair. We had very mixed weather which effected the number of visitors attending the Fair over the Saturday & the Sunday. The paddle boat racing was as usual very popular with queues forming well before the race times. There was also a good verity of boats on display giving people a good view of the various skills and boat classes within the club. Thank you to all those that put the time in during the show and helped with the setting up of the tents and pool. Special thanks to Ernie & Nadia for BBQ & feeding the hungry souls after the setting up.

The next Club events will be the Powell & Denton Cups to be held at Beaver Lake on Sunday October 4<sup>th</sup> starting about 1030 with the Denton Cup. I look forward to seeing many of you there for some fun power boating and sailing.



Thanks, **Dave T**



Thanks to all the hardworking gals and guys that helped Bill make the Fair a big success. From setup/fillup on Thursday, to running all the exciting Paddle Boat Races, to bringing boats out in the AM, to putting them back in the PM, to chasing civilians out of our display, to entertaining the crowds with our boating fi-



Show Coordinator

nesse, to packing up and draining the pond—it was all made easier by all the Timbits and wedding leftovers that Bill provided. **BRAVO ZULUI**

## 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 entries per person.
4. **Deadline November 15<sup>th</sup>, 2009.**
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 2010. **Questions:** email to: [vmss@shaw.ca](mailto:vmss@shaw.ca)

**GOOD BOATING AND SHOOTING!!**



### THE SUB SUBJECT

WITH THE INFLUX OF NEW AND NEWER V.M.S.S. members in mind, it was considered timely to update "The Sub Subject's" INDEX—taking it back to January 2006.

- 2006**
- January: A Wartime RN Supply Run to Crete Resistance Fighters
  - February: The RCN's Victoria-Class (A balanced view?)
  - March: The Complete Idiot's Guide to Submarines. (A not-too-favourable "book" review.)
  - April: Tourist Submarines (throughout the world)
  - May: The Kriegsmarine's (DKM) K-verband Midgets
  - June: The Japanese (JIN) WWII Midgets
  - July: Italy's Decima Mas Midgets & Their Exploits
  - August: The RN's Midgets & Manned Torpedoes (chariots)
  - September: Suggestions Toward Construction of Waterproof Model Sub Pressure Hulls
  - October: Minimizing (model subs) Pressure Hull Penetrations, where needed for wiring, servos, link ages and driveshaft(s)
  - November: "The Sub Subject" Index: Aug.'04-Dec.'06
  - December: Servo Placement & Use Adaptations
- 2007**
- January: The Consequences of Neglected Maintenance. (See also August 2009)
  - February: How "The Sub Subject" started
  - March: The Merits & Demerits of Kit-, Semi-kit or Scratch Building & and a Step Beyond
  - April: Building & Commissioning (1) A 1:125-scale and (2) A 1:96-scale USN SSN Miami. The first dynamic diver; the 1:96 a static diver (i.e. WITH ballast tank)
  - May: Building the "Boomer" (A1:100 scale Florida, USN SSBN 728 (Launches 4 gas-propelled Trident missiles, has rescue buoy, etc.)
  - June: Building a 1:11-scale, torpedo-releasing Type Molch midget, called "Bratwurst".
  - July: How to go about building/acquiring a model submarine—with emphasis on needed skills
  - August: Description of V.M.S.S. member Scott Munford's 33.5" I.o.a. Oyashio (JIN)
  - September: Building leak-proof pressure hulls (see also September 2006 column)
  - October: Avoiding Air- and Water traps in model subs
  - November: Net-researched List of Model Submarine Vendors/Suppliers & Builders/Manufacturers
  - December: Alphabetical continuation of the November column
- 2008**
- January: Illustrated Watertight Cylinder (WTC) by Greg Sharpe of Deep Sea Designs
  - February: Part I of II: what drew Scott Munford and Len Gibbs to Building Model Submarines?
  - March: Part II of February column: What drew Greg Sharpe, Jack Plummer and me to Model sub construction and Operation?
  - April: Means of ESCAPE for sub Crews in Distress
  - May: Means of RESCUING Sub Crews in distress
  - June: January 2004 to May 2008 Update of "The Sub Subject" Index
  - July: RN-Adopted Life-Saving measures, Resulting From the Thetis and Truculent Disasters
  - August: Part I of Kriegsmarine G7e Torpedo Models, background of the prototypes, followed by that of the models in  $\pm 1:8.57$  scale
  - September: Part II. A Strive Toward Greater Strength and Internal (design) Improvements
  - October: Part III. The strive for Straight Line Runs, More Ready Access to Battery Jacks and Ease of Maintenance and Service
  - November: Part IV; X-ray Photos of The Improved (Mark 2) Models. Courtesy of Greg Sharpe. All Parts Identified on Photos and Detailed in Text
  - December: Part V. Mark 2 Tests and Trial Runs. Summary of Improvements To Date and Shopping List for Further Modifications
- 2009**
- January: Epilogue to the G7e Model Torpedo five-part saga. Detailing the New Problems That Came Up. Much More is Needed
  - February: Once More: A Book Review. A Tome Review of The Submarine by Thomas Parrish. Currently on Load to Ron Armstrong. Quite a Read
  - March: An Interview with Jack Plummer. First Published in the January 2004 Binnacle

(Continued on page 5)



(Continued from page 4)

- April: The USN's Conversions of Four or Five of its Ohio-class "Boomers" from SSBNs to SSGNs. (From Missile- to Cruise Missile Platforms)
- May: A Flashback (but completely rewritten) to the January 2006 Column, reporting an RN Supply Mission to Crete Resistance Fighters. They took a German POW back to Alexandria
- June: Part I of Building the Fleet. Apprenticeship Toward Builder of Model Subs. An Antique Toy, 2 Free-running Models. Steep but deliberately slow learning curve
- July: Part II. Expanding the Fleet. Missile-launching Ohio-class Florida and Torp-releasing Molch. A DKM Midget)
- August: State of the Fleet. The ravages of neglected MAINTENANCE.
- September: January 2006 to September 2009 Index

Compiling these indexes is a tedious, boring and time-consuming task. But I take it as part of "The Deal", and it often rekindles happy memories.

Anyone who wishes to get a photocopy of a given column can get one from me, but kindly provide a s.a.s.e. Alternatively, Bill Sturrock, our current editor, or Ron Hillsden, Bill's predecessor, can most all likely pull one out of their electronic records. We're covered in more ways than one. That's how proper archives are kept.

For next month (October) and those following, nothing is carved in durable materials as yet. Still, these three topics are on the front burner—in the brewing/fermenting stage.

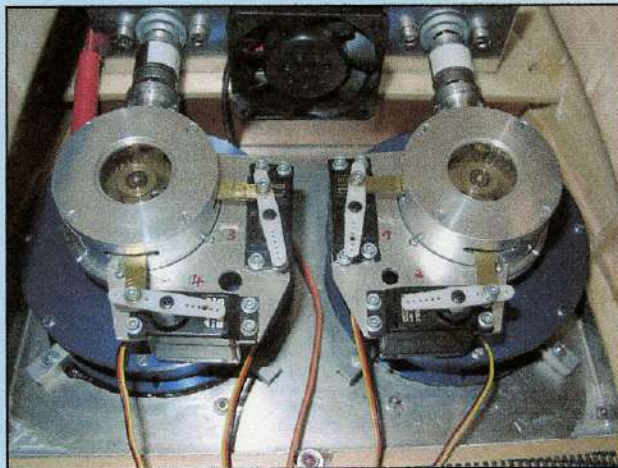
1. I'm contacting the San Diego Maritime Museum for info on how they obtained and refurbished the Russian/USSR Foxtrot-Class sub that was so ill displayed in New Westminster (see September 1999 column) and, later, in Victoria; then in Seattle. Going on obtained documentation (especially photographs), San Diego appears to have done her up right.
2. I'd like to establish contact with a point person at the Esquimalt Base willing to talk (guardedly) about the Base's goings on with the RCN's Victoria and Chicoutimi. Any reader who could come up with a lead or name will be a much appreciated reader.
3. Something that has intrigued me with all the eco/enviro publicity, and public money spending is an answer to what the various major navies are doing about the water they blow out of their ballast tanks in polar and other environmentally fragile water. Scott Munford has hit nothing but blind alleys in his web research. Perhaps a contact with the Woods Hole Institute in New England (the ones who located and explored the Titanic's wreck) may be worthwhile. I'll have a go.



Romanus Unicum.



Peter Liebig's (model builder in Germany) Foss Tug with dual Voith drives. [Thanks to Marg Mullin (BAMM) and Peter for photos].





## Old Wood & Rusty Iron

### *Japanese Secrets*

by Mike Creasy

In the early 1900s Japanese relations with Britain (and the Dominions) were reasonably good, even to the extent of a mutual defence agreement between the two powers. In 1914 Japanese ships helped flush out von Spee's East Asia Squadron, and Japanese troops took over numerous German colonies in the Pacific including the Marianas, Marshall and Caroline Islands as well as German colonies on mainland China – all at the request of the British. The Americans didn't much care for this expansion of Japanese influence, and they weren't impressed by British actions in India. Things got so bad that by 1915 the American Atlantic Fleet was sent round to the California to "protect American sovereignty". Finally, in late 1916, British and American leaders got together and realized that they had much in common and much at stake in the European War. In April 1917, the Americans entered the war, only to find themselves now allied with the Japanese!

The Americans weren't happy to see an arms race growing from the ashes of the WW 1 armistice and convened a Conference of Naval Powers in 1921, where Britain and the US agreed to destroy the bulk of their battle fleets (over 70 ships). The Washington Conference also set a 5:5:3 ratio for capital ships between the US, Britain and Japan. There were no other major navies; the German Navy having surrendered (and then scuttled) at Scapa Flow, the French fleet having been destroyed during the war and the Russians having never recovered from their earlier destruction at Tsushima during the Japan-Russia War in 1905.

The Americans also demanded that Britain should end its long-standing alliance with Japan – a move which created resentment and hostility towards the "Western Powers" and which would have a large impact on the lead-up to WW 2.

Japanese-American relations continued to decline after WW 1 as Japan continued to expand her sphere of influence in the Asian-Pacific theatre. The Americans had acquired the Philippines (along with Cuba, Puerto Rico and Guam) from Spain in 1898 after the Spanish-American War, and then fought an extended action with Philippine nationals that lasted until 1913, in which over 34,000 Philipinos died.



Against this background, Japanese naval squadrons visited Esquimalt fairly regularly during the 1920s, while the new Royal Canadian Navy was taking shape. By 1934, Japanese leaders were convinced that war with America was coming and they began planning for a new fleet to be led by a class of super-battleships, larger than anything ever built.

In November 1937, the keel of the first new battleship was laid at Kure Navy Yard, while a sister ship was laid in March 1938 at the Mitsubishi Industries Yard in Nagasaki. These ships, **YAMATO** and **MUSASHI**, were to be giants – ensuring Japan's position as a major naval power. The keel of a third ship was laid down in May 1940 at Yokosuka Naval Yard, and a fourth keel was laid later that year in Kure. These monsters would displace 72,000 tons at full load and carry 18" guns, by far the largest battleships ever built. By comparison, the German Tirpitz class ships displaced 52,000 tons with 15" guns, while the American Iowas came in at 58,000 tons with 16" guns.

**YAMATO** and **MUSASHI** entered service in early 1942, shortly after the infamous attack on Pearl Harbour (December 7, 1941). In June 1942, the Japanese fleet attacked Midway, at the western end of the Hawaiian Islands, in an effort to wipe out the American carriers that had escaped the Pearl Harbour debacle. It was not to be. Japan lost 4 of their 6 large carriers and never recovered from the blow.

Work on the third super-battleship was immediately slowed while plans were revised – the ship would become a giant aircraft carrier. Now named **SHINANO**, the new ship was built under the most stringent security possible. Photos were forbidden, and access to the Yokosuka Yard near Tokyo was highly restricted.



The new carrier was floated out of her construction drydock in October 1944, perhaps in time to change the course of a war that was going badly for Japan. Sea trials began in November, by which time B-29 bombing raids on Tokyo had begun. The time needed for final completion, system testing and crew training on such a large warship is usually measured in years, but that time simply wasn't available. Japan was mustering every available warship



in the Inland Sea, southwest of the Japanese Islands, for a last major offensive. Ready or not, **SHINANO** would sail.

At 1800 hrs on November 28 1944, **SHINANO** set sail on her first operational voyage. Accompanied by the destroyers **ISOKAZE**, **YUKIKAZE** and **HAMAKAZE**, Captain Toshio Abe hoped that darkness would be his ally. His ship carried no operational aircraft for air defence or anti-submarine patrol, there were no land-based aircraft available, many of the systems and weapons aboard his ship had not yet been tested, and the escorting destroyers were all battle-damaged; none had an operational radar or direction-finding system, and only one destroyer had functioning sonar. Only 8 of his ship's 12 boilers were functional, limiting her speed to 21 knots. Captain Abe had also been told that several American submarines were thought to be in the area.

Meanwhile, aboard the **USS ARCHER-FISH** (the only submarine for 500 miles), Captain Joseph Enright couldn't believe his eyes when, at 2048 hrs, a large shape appeared on the moonlit horizon. Over the next few hours, **ARCHER-FISH** would manoeuvre for the best firing solution almost unimpeded by the Japanese destroyers who could detect her radio and

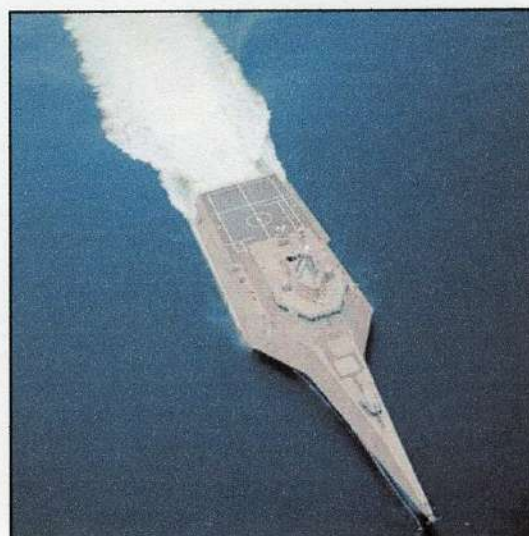
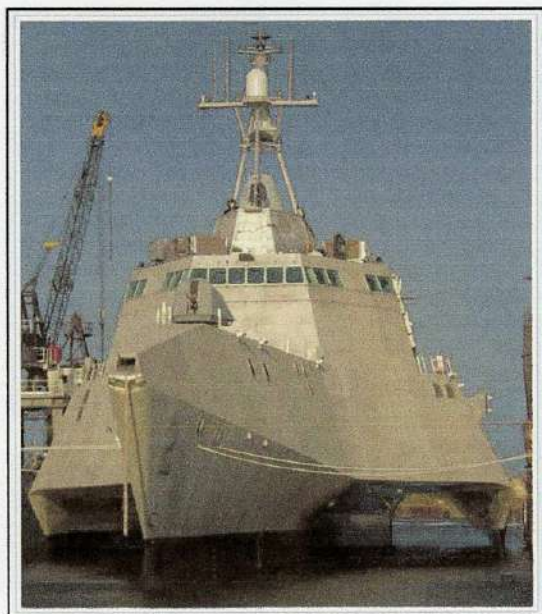
radar transmissions but couldn't determine her location.

At 0300, the carrier turned directly toward the submarine. One of the escorts passed within 200 yards of the now submerged **ARCHER-FISH**, still unable to detect her. At 0317, **ARCHER-FISH** fired 6 torpedoes from 1400 yards range, set to run at 10 feet. All hit near the joint between the eight inch anti-projectile armour and the concrete-filled side blisters which formed the anti-torpedo protection. The design of the joint was faulty and huge amounts of water began to enter the ship. Chaos ensued as watertight bulkheads leaked, crewmen got lost and pumps failed.

The ship sank at 1030. Her first voyage had lasted 17 hours.

#### Bibliography:

Shinano! The Sinking of Japan's Secret Supership, Capt. Joseph Enright USN, St. Martin's Press, 1987  
Hirota Cabinet's Fundamental Principles of Foreign Policy (Informally reported to the Emperor on 15 August 1936), Japanese Monograph #144, US Department of the Army Online Archives  
The Gathering Storm, Winston S. Churchill, Houghton Mifflin Co., 1948  
The Pacific War Papers Japanese Documents of World War II, Goldstein & Dillon, Potomac Books, 2004



A couple of these should be able to easily clean all the pirates out of the Indian Ocean

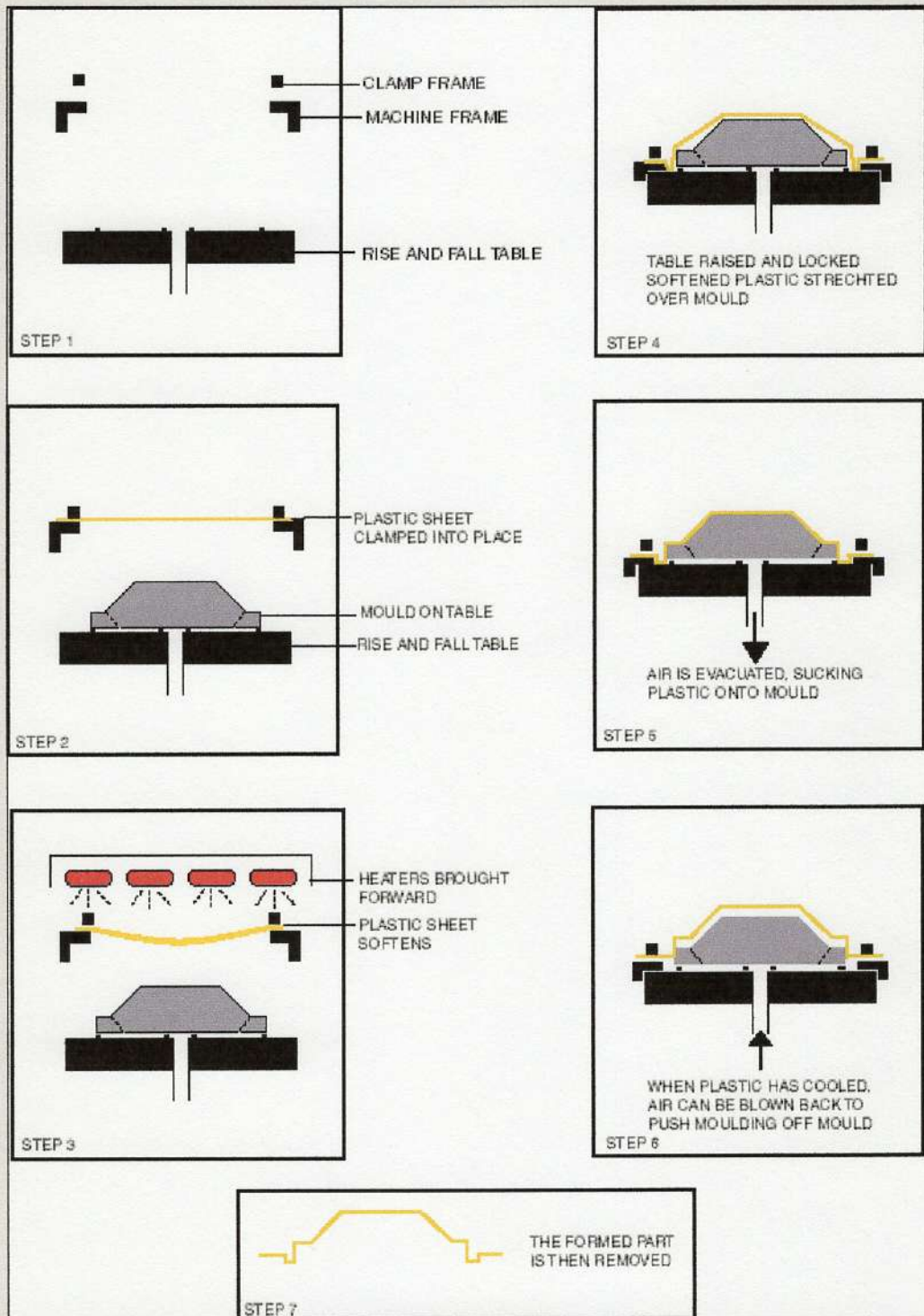
U.S.S. Independence (LCS-2)

A Triple Hulled, Weapon-Laden Monster.



## SEPTEMBER TECH TIP: VACUUM FORMING

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## Shelbourne Shipyard

The Shelbourne Shipyard has been awarded the contract to build the Robbe model, the Happy Hunter. It will be the most extensive build to date.

First off, a brief history about the actual ship, her keel was laid on December 23, 1977. Launched on April 14, 1978 and delivered to Mammoet Transport on



June 22, 1978. In 1982 it was in "bare boat" charter to Smit Internationale. For those who are unsure of what that means, I know I was, Mammoet still owned the ship but Smit leased it and could do whatever they wanted with it. They renamed it Smit Hunter. For several years, it was transferred between various different Smit companies. It ended up under Smit Transport Europe. On June 29, 2003, while she was in for maintenance in dry-docks at Rotterdam, fire broke out in the engine room and spread to the accommodations. She was declared CTL (constructive total loss). On July 12, 2003, she was sent to be scrapped.

The model is 1:50 with Loa of 1035mm, beam 235mm and draught 120mm. The instructions are very detailed for what they say is for an expert builder. Two large plans, a 27-page booklet of constructions pictures and 30 pages of instructions in German. I downloaded the English ones from their website. With the Fittings & Power kits, it makes a very nice detailed model. The instructions also show how to make working radar, bow thruster, crane, tow winch, anchor winch and sound.

Construction so far has consisted of drilling out the

holes for the power systems and assembling the motor supports. First mistake, with many more to come I'm sure, was I glued the motor support upside down. That is being corrected. I have also tested the motors with my Rudder & Motor Mixer Control Unit from Harbor Models. It worked well on the table so in theory it should work when installed in the hull. Time will tell. We all know that our boats work better in the tub than at the pond. Tentative completion date is the Saanich Fair next year. That of course is dependent on time & budget considerations

Other projects the Shelbourne Shipyard has on the go is a makeover for the HMS Exeter. Paint scheme is being changed as well as repairing damage from the Battle of the Atlantic. Unfortunately, manpower has been diverted from the Bluenose II so work is slow on this project. The previous ship, Firewood, is shelved for sometime. It won't be brought out until the workers have no other projects and need to be kept busy, at least until a new submarine is on the horizon.

**Scott Munford**  
Yard Master



New member boat at Fair.  
[watch for more details next month]



**Nautical Trivia****Dave Taylor****Painter**

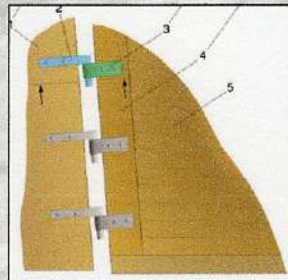
A length of rope in a boat used for securing it when alongside. The inboard end is usually spliced with a thimble to a ring bolt in the stem of the boat.

**Paraselene**

Sometimes known as a "mock moon", is a weakly coloured luna halo as a result of refraction through ice crystals. It is often taken as a sign of approaching wet weather.

**Pintle**

A vertical metal pin attached to the leading edge of the rudder of a small boat. Normally two pintles are fitted to such a rudder then they are dropped into the Gudgeons, or rings, fixed to the boat. This method allows the



rudder to be unshipped when not required.

**Poppet**

A small squared piece of wood fitted inside the gunwale of a boat which has rowlocks to take the oars when the boat is being rowed. Poppets are shaped to the rowlocks to provide support to the gunwale at these points. Also known as shutters.

**Pulpit**

A metal frame, U-shaped in plan, at a yacht's stemhead or bow carrying the forward ends of the lifelines or



guardrails for the safety of hands working on the foredeck.

**Pushpit**

A modern name for the curved tubular frame at the stern of a yacht which carries the aft end of the guardrails.

**Quarter**

One of the two after parts of the ship, one each side of the centreline. A ship's port or starboard quarter is on a bearing 45deg from the stern, but the term is more often rather loosely applied to any point on that bearing.