



The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss.ca



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

Saanich Fair



Bill Andrews would like to thank all those who helped out at the Saanich Fair.
Bravo Zulu everyone.





Victoria Model Shipbuilding Society

General Meeting – August 9, 2012

Call to order: 7:45 pm

1. Club Finances: **Mike Creasy** reported that we have generated approximately \$210.00 in interest on the club's GIC. We have a net operating income of approximately \$1,300.00 for the year.
2. Upcoming Events:
 - The fun run at Harrison Pond has been rescheduled for September 16th.
 - The Saanich Fall Fair will be held on the Labour Day weekend. Set up is Thursday August 30th at 9:30am. Help from club members would be welcome.
 - Barry asked for a volunteer to give a presentation at the September meeting on scratch building. **Alex James** volunteered.
3. Business from the Floor:
 - **Dave Denton** was recognized for donating an electric motor for the sailing groups rescue dingy.
 - **Scott Munford** showed the group the old VMSS scrapbook. There is plenty of history in that book!
 - Scott also showed his wife's knitted bumpers. For a small fee, she is prepared to knit for any member who is in need of an old style bumper.
 - **Dave Taylor** gave away two batteries. They were quickly snatched up!
 - **Dave Denton** asked for a donation of craft style envelopes for organizing of the club's ship plans
 - There was a mystery auction that had heated bidding. **Rob Ross** was the eventual winner and the prize was a torpedo he had previously lost at the lake.
4. Adjourn and Break: Craig Patterson won the 50/50 and **John Paget** took a screwdriver set.
5. Entertainment:
 - **Jim Briante** presented his rescue barge, which is a striking feat of engineering. As complicated as the "ship" is, everything operated, as it should in the presentation. Well-done Jim!

Respectfully Submitted
Graham Smith, Secretary



2012 Executive Committee

President: Barry Fox	294-0350
Vice-Pres: Ron Armstrong	385-9552
Secretary: Graham Smith	477-8234
Treasurer: Mike Creasy	888-4860
Show Coordinator: B. Andrews	479-2761
Binnacle Editor: Scott Munford	382-1673
Quartermaster: Bob Rainsford	383-2256
CRD Liaison: Barry Fox	598-4619
Parks Liaison: Mike Claxton	479-6367
Sailing Director: Fred Herfst	652-8445
Librarian: Dave Denton (Plans)	478-1800
Publicity: Ron Armstrong	385-9552
Director@Large: Jim Briante	590-5708

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
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BC Shaver & Hobbies

Garnet Rancier

742 Fort St, Victoria BC V8W 1H2
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Ship Kits & Accessories
Radio Control
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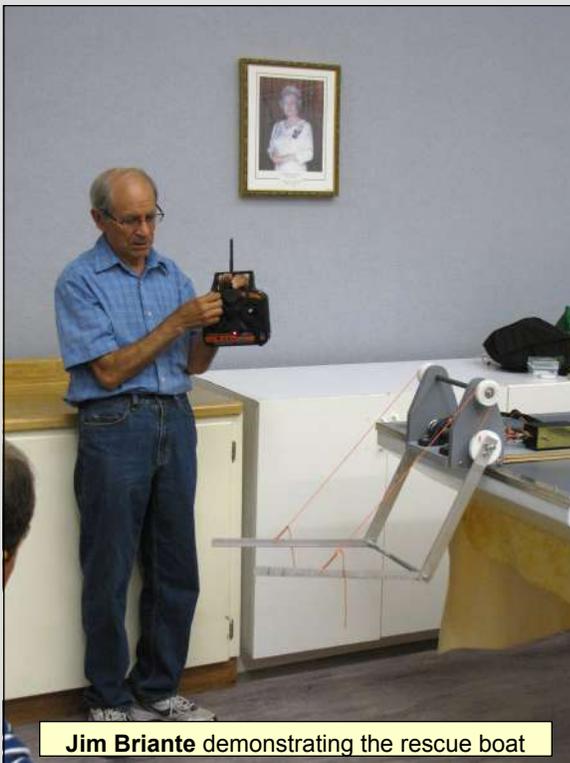
Meeting Moments



our new meeting room



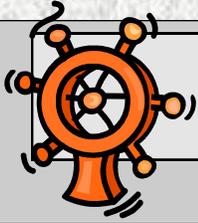
Rob Ross with his torpedo



Jim Briante demonstrating the rescue boat



Dave Denton and his plans



The Prez Says...

Boy September is here already. We have had our first meeting in our new location and lots going on. The new meeting place is great. It has some unique acoustical qualities and we'll "sit" differently this month to try to improve the ability to hear what is being said.

We have just finished our annual pilgrimage to the Saanich Fair and had a good turnout of members to help put it up, man the booth and help take it down. It is sure an easy thing when we get lots of volunteers. Thanks to everyone there to help.

For reasons none of us know (well maybe someone does) we have functioned without a Membership Director. It was somehow joined into the Treasurer's portfolio and added to that workload. The Executive have decided to add that position to the Executive Committee and have all memberships, new or renewal channeled through that position. In addition, we will now have an official Membership Form and will be asking for it to be filled out completely each year. Why??

We have been trying to compile an accurate membership list and have found that, while we have all the names of our members, we are missing addresses, phone numbers, email addresses, etc. Also we find that a decent number of our members have moved, changed email addresses, etc. without telling us. Where we don't have that information we end up having no way to communicate with some members. For most clubs, having a reasonably accurate list of members is a very normal thing. We want to be normal.

And, we have found someone to assume that position for the balance of this year and run for that office next year. Be prepared to complete that form upon renewal. There is an old bathroom humour saying that says the job isn't done until the paperwork is complete. That will apply for us too. Now into the fall activities. We are having a pond day at Harrison coming up and the fall Club Sail-



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

September 16th: Fun Run @HMYP

November 15th: AGM

December 13th: Christmas/Awards Dinner



Meetings: Second Thursday 7:30-9:30
4050 Carey Road
Next is: October 11th, 2012



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 **September 16th**



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

ing Series will commence soon at Beaver Lake. If you fit into one of those categories, get your boat tuned up and ready to sail.

It seems too soon to talk about it but the annual Xmas and Awards party is being scheduled for our December meeting. Details will be out soon but it will be pretty much the same as the last 3 years with a very nice evening out. Cost will be similar to the last years as well. Mark that down and come out for a very nice pre-Xmas dinner with your fellow boaters.

See you at the meeting and at water's side.

-Barry





THE SUB SUBJECT

International arms deals are usually conducted in great secrecy, involve tons of money (and profits) and do not rate favourable citations from Better Business Bureaus. Those deals often involve submarines.

One deal made early in the 20th century, involved Sir Basil Zaharoff and the Russian Czar shortly before the latter was dethroned and killed by the Bolsheviks.

Sir Basil was a widely known man who had among the deepest pockets in then Europe. He earned his title by frequent and widely generous charitable donations to “suitable” causes and was a regular – with his own compartment – on the Orient Express. He met his death (eventually) by jumping out of the train’s window in a state of depression after his wife had died.

Zaharoff had concocted a deal involving submarines, which he had personally bought on behalf of a South American state. The deal went sour for political reasons and the imposition of embargos on his client nation, but he still had to take delivery and cough up to the builders.

Next, he tied up the subs in Swedish waters and canvassed his most prominent or likely buyers. All that failed until his wide connections led him to the Kremlin. It’s a sure bet that the beleaguered Czar did not much haggle about price. Off Sir Basil went to mastermind another deal – one involving ammunitions.

Another deal (one closer to home) was made on August 5, 1914. It had come to the attention of the British Columbia Government that out in Seattle a shipbuilder got stuck with a pair of submarines that had been ordered by Chile, but before they could be delivered, the United States had embargoed that country. Very discretely, the Seattle wharf had spread word that their two submarines could be had -- for a price.

Our Navy knew that Ottawa would be totally reluctant to fund these new weapons. If it had involved the East Coast? Well...maybe. But not Esquimalt. Why would subs be needed out West?

But the Navy felt threatened by the Kaiser’s cruisers. So they made their case with the British Columbia Provincial Government. Make a long story short: the Province agreed to cut a deal with the Seattle wharf, but kept Ottawa informed.

The U.S.A. had embargoed Chile. So B.C. had to make the purchase in the greatest secrecy. The subs, in the dark of night, were sailed out to near Trial Island. A Canadian crew checked them out, and a cheque was handed over. Within a short time, Ottawa refunded the Province, and no rules were broken. The Navy got the nucleus of its Submarine Service, and labelled them CC.1 and CC.2.

(continued on page 6)



Sometime later, with the Great War going full tube, the U.S. wanted to deal with the British Admiralty. The order would take in 10 copies of the American's H-Boats.

Now that the Victoria-Seattle deal had left the back door ajar, it was considered that Canada could be used again in another clandestine deal. The U.S. would not permit the sale and export of subs to England, but what if they were built in Canada? Capitol idea.

Most parts of the H-Boats would be "Made in USA" and the Canadian Vickers yard in Montreal was to be the so-called builder. They did contribute some of the plates and frames but their major input was a workforce of 2000 men, working two 12-hour shifts.

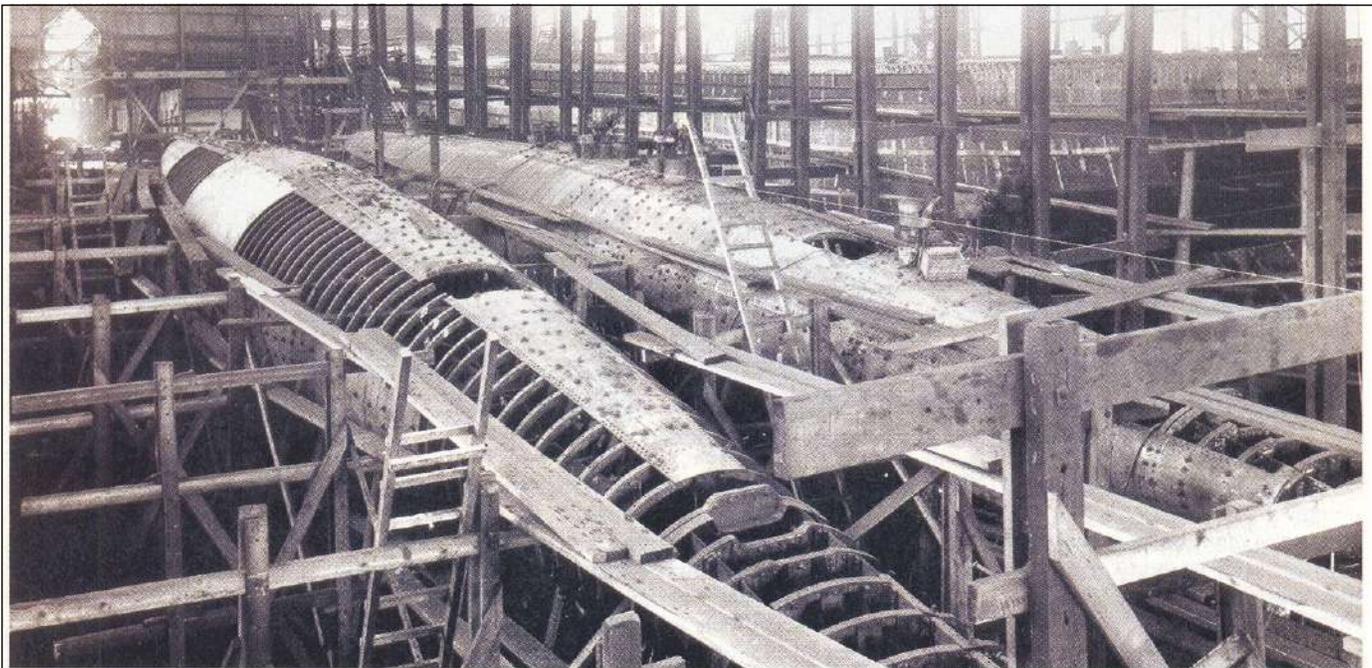


PHOTO: LIBRARY AND ARCHIVES CANADA—CO32270

H-class subs under construction at the Canadian Vickers Ltd. shipyard, Montreal, in 1916.

One might think that the crews would suffer physical exhaustion and run into each other's way but the results were not too shabby at all.

Early in February 1915, all 10 of the contracted boats had been laid down and no more than some three months later, on April 18, 1915, H-1 was launched. By May, four boats were in commission and six were nearing completion. Then Prime Minister Borden wanted to get two of the 10 built at Vickers but, although the Admiralty didn't want anymore, they would not part with 2 out of their 10. Anyway, Borden's appetite for the subs was ruined when the price tag for extra ones would have been \$600,000 a pop. And yet, that was just about the price paid for the two C.C. units.

Today, one may assume, that amount may not be enough to buy one of the U.S. Navy's periscopes. (Shipping excluded)

That just about covers the sampling of BIG DEALS and it touches the surface of submarine transactions. The ultimate values are unknown and the cost enormous. (For sure)

Next month, if it all falls into place, the **Rob Ross** pneumatic torpedo launching should make the column. Till then.

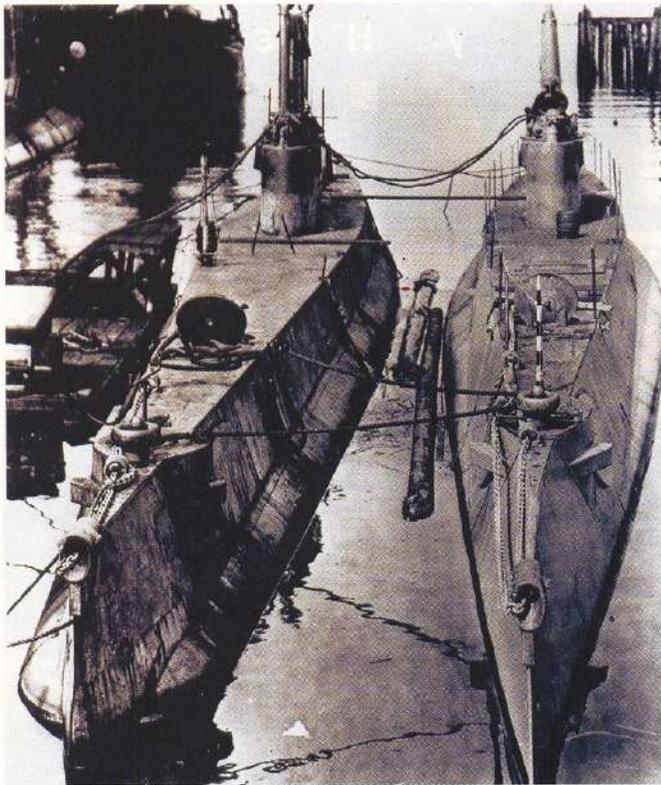


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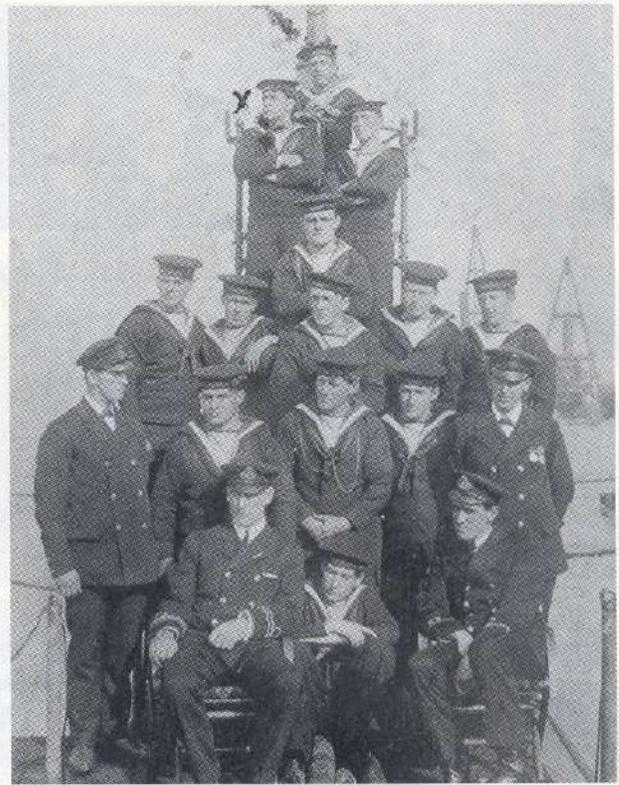


PHOTO: ROYAL NAVY SUBMARINE MUSEUM

From left: CC.1 and CC.2; the delivery crew of H-8, prior to crossing the Atlantic in 1915.

Main Sources

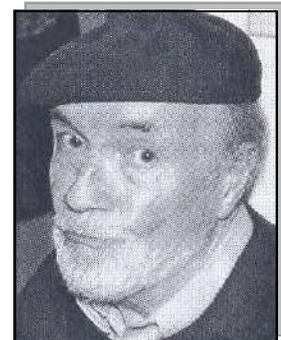
Funk & Wagnall's Encyclopaedia

The Book, Orient Express

"The Birth of the Canadian Submarine Service" by Marc Milner, published on pp 33-35 in the May/June issue of Legion Magazine.

Photo credits: Library and Archives Canada, CO32270 and PA113255 plus Royal Navy Submarine Museum.

Romanus Unicum





Just some important messages that all members should take note of.

- 1) The October issue of the Binnacle will not be available at the next meeting. I will be away on vacation and not back until October 15th. Rest assured, the moment I'm back, publishing the Binnacle is the 2nd item on my to-do list. By the 18th, it should be complete and emailed out. Please allow a few extra days for those of you on snail mail.
- 2) For those members who were lucky enough to have purchased a 2012 VMSS Calendar, you might want to keep them, as they have become a collector item. Due to declining sales and limited photo submissions, the Executive has decided not to publish one for 2013.
- 3) Did anybody notice in the last Binnacle an article from June 2006? No? During the process of cleaning out the library, I came across the collection of Binnacles. Currently I am in the process of scanning them to the computer as 12-13 binders take up a lot of room. During the process, I read them. If I come across an interesting article that could be recycled, I save it. So, from time to time you will notice an old article scattered among the current ones. As the club has expanded, many of our newer members might enjoy some new to them oldies but goodies. That does not mean however that I wouldn't like some fresh articles for you. It's your newsletter, please contribute.

As I'll be saying soon, arrivederci.

Some interesting links from **Mike Claxton**.



Cool video from week before at crawdad festival

<http://www.rcgroups.com/forums/showpost.php?p=22498307&postcount=5>

Foss Cup Photos

<http://www.rcgroups.com/forums/showthread.php?t=1582554&page=11>

As The Sails Flap

A few things on the sailing scene this month.

We have had a pretty good sailing season so far this year. Attendance has been anywhere from good to great at each sailing day. I expect that we might get back to leaning toward the great side once fall settles in and everyone gets back to a more normal schedule.

Your sailing Coordinators have presented a couple of new ideas to the Club Executive and with their approval will work toward implementing these schemes.

First, the schedule for sailing won't change from its twice monthly format unless we get a bunch of feedback to increase the number of sailing days. But we are going to change the format just slightly. We will break the sailing days into sets of 3 with the first two continuing our regular more relaxed format as we have done all year. That has worked out very well and I think we generally see that all of our boats are sailing better. With the boats sailing better we see a bit more close competition during our races and an increase in collisions or near-miss kinds of situations. So, we are going to take that 3 weekend in the set of three and make it into an education kind of day.

The intent will be to focus on some particular aspect of sailing, and the rules that apply to it and focus on that for the first part of the day. Once we practice that activity/rules set for awhile we will then hold a series of races for the rest of the afternoon (hopefully 6 or more races) and score them. We have to work out how we are going to do the scoring exactly so that the difference between boats is accounted for but we'll work on that for the rest of this year and get it right before we kick this all off for the entire year next year. Out of that scoring we will declare Club Champions of some sort and we will need to look at whether we break the year into a set of series or do one all year long one. We'll work out those details over the next few weeks now that we have agreed on the basic concept.

The first of these rules/racing days will be the first sailing day in October so get your boat tuned up this month and come join us for the October sailing(s)

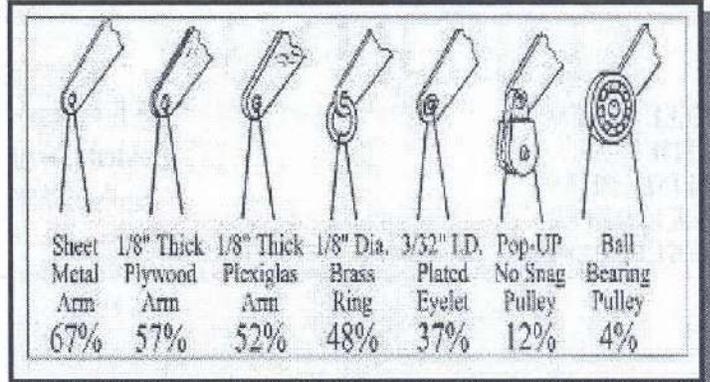
The second thing is that a series of regattas is being planned that would have us host one event at our sailing site and then travel to other club sites and participate in this series. At the moment this is envisioned to be a 4 race series, mostly conducted up the east side of the island with a couple of short ferry rides to some close in Gulf Islands. This should be real fun and get us out sailing with some of the other active sailing groups in our area. These will all be one day events and will be scheduled to allow you to get there and back home in one day so the expense of travel will be minimized. If we do a little planning and organizing we can likely car pool to some extent and keep the gas, ferry fees, etc. under pretty good control. There is a multi page document that outlines the format, scoring, boat eligibility, etc. and I will post that on our Yahoo site in the Files section so you can go there and have a good look at all the current details. The exact locations for the other events are still being finalized and as soon as the schedule is set we will be advertising that very thoroughly. The first of these series will likely start in February next year and run at a rate of one per month.

I think those are great pieces of news and will add some more to

our already great sailing endeavors.

Ken Lockley and I have talked about who and how we coordinate our sailing activities in the Club. We have decided to continue our team approach to this for the next year and we have jointly offered to be the Co-Sailing Coordinators for the next year.

When we rig our boats we have pieces of cord running all over the place. They are tied off at one end and then routed through deck holes, through eyelets, around pulleys and ultimately attach to the sails. Each of these routing points introduces some friction into the equation and, depending on what you do, you can eat up the available torque in your servo fairly quickly. I recently saw an analysis of these friction points and have re-created it here.



The example given showed that standard kind of servo with a 3.5" arm had a bout 30 oz. of available thrust. By the time the sheets were run through a couple of brass eyelets (one for the jib, one for the main), around a rod to change the direction of the pull, plus out through a couple of deck fittings to let the sheets get above deck that the accumulated waste of power was right around 150% and left only 7.5 oz of effort to actually move the sails. The result is that in reasonable wind the servo would be overloaded most of the time and would not be able to pull the sails in, is drawing the maximum current and eating battery capacity at a great rate. Could this be the reason your boat won't sheet in on windy days, why you appear to be having radio problems or why your servo life is pretty short. Worth looking into. See you on the water.

-Barry Fox



Originally published September 2006



Inaugural Launch of Jim Briante`s Rescue Boat



Photo's by **Bill Andrews**

