



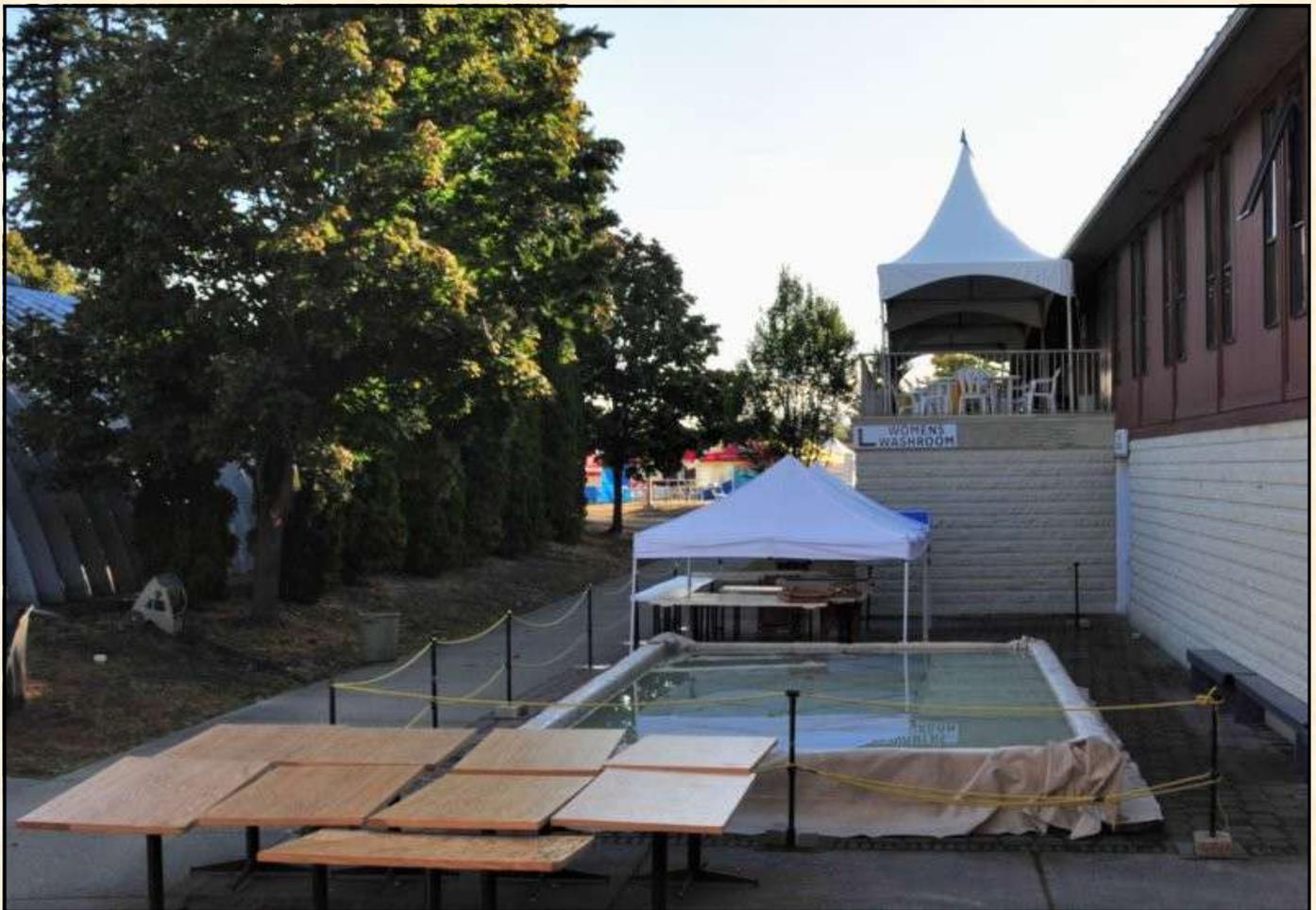
The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss.ca



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

2013 Saanich Fair



Bravo Zulu to all the members & spouses
who helped during this 3-day event











Thanks to **Bill Sturrock** for supplying the pictures





Victoria Model Shipbuilding Society

General Meeting – August 8th, 2013

Call to order: 7:40pm

1. Welcome: There were no new members or guests.
2. Outreach: **Glenn Newmeyer** had a fall and is not feeling great at the moment.
3. Club finances: **Mike Creasy** indicated that we should be breaking even as a club after the money from the Saanich Fall Fair comes in. We may be a few hundred dollars in the red by year end.
4. Upcoming Events:
 - The Saanich Fall Fair is coming up on the weekend of August 31st.
 - Armoury military display event is being held on November 10th.
5. Business from the Floor:
 - It was reported that the 35th birthday celebration for the club was a success.
6. Show and Tell:
 - **Dave Taylor** presented his finished yawl the “Argyle”.
 - **Frank Lohner** presented his nearly complete trawler the “Our Lass II”.
7. Adjourn and Break
8. Entertainment:
 - **Jim Briante** showed a light sequencing system he has developed to assist Barry Fox to fly helicopters.
 - 50/50 was won by **Bill Armstrong**. The next two tickets drawn were **Steve McClade** who declined the prize. **Ian Fraser** was the ultimate winner of a hand dolly.

Respectfully Submitted
Graham Smith, Secretary



2013 Executive Committee

President: Mike Claxton	479-2258
Vice-Pres: James Cox	382-3266
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: Vacant	
Publicity: Ron Armstrong	385-9552
Memberships : Barry Fox	598-4619
Director@Large: Jim Briante	590-5708

All above (250) area code



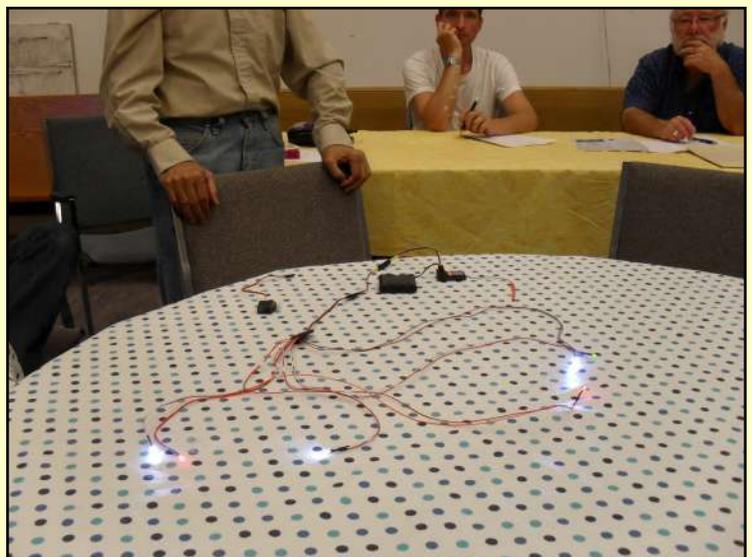
Your Executive meets the last Thursday of every month!

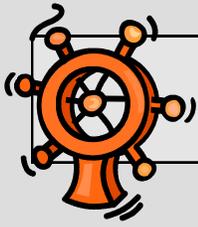
The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

Mailing address:
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Box 55
Victoria, BC V8Z 3E9



Meeting Moments





From The Bridge

We can sit back for a bit after a busy 4 months with club functions – the last being our participation in the Saanich Fair. Thanks very much to those members that came out to the events and volunteered their time. A special thanks to those that put in the extra-long hours over the three days to ensure everything ran successfully. It wasn't just for the hours of the fair but the set-up on the Thursday before and all the clean-up, unloading, etc. at the end.

From what I have heard this was another good year there with lots of spectators watching the pond activity, viewing the static displays and asking a lot of questions. Hopefully we will see new faces at either Harrison or Beaver Lake in the weeks to come. Our club boats were given a good workout and a couple of members have them in refit. They may bring them to the next meeting and give a report on their working over the three days.

There are a number of items to look forward to or be dealt with before the year end. Volunteers are needed for the executive for next year; we will be asking members at the next couple of meetings so give it some thought to let your name stand for one of the positions.

The Show and Tell part of the meetings has always produced some interesting builds and hopefully helped others with the construction techniques being used. Remember there is an incentive for making a presentation. Don't forget your Best New Build – only a short time left if it hasn't been started yet!



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

October Meeting: Swap & Shop
November 10th: Armoury Exhibit
November 14th: AGM @ Naden Museum



Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Rd.
Upcoming Meetings: September 12th,
October 10th, November 14th



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

There will be a 'used stuff' sale coming up at the October meeting so have a look around your bench and see what items you might wish to part with – bring them along.

See you at the pond,

Mike





August 17 -18 Weekend

I managed at the last minute to attend two regattas on the mainland – I did discover that one is expected to be organized and make any reservations well in advance – we were unable to book on the Sidney - Anacortes ferry and the hotel in New West we've stayed at for years was full (I left these until the Thursday – leaving on the Friday!).

I've attended the Foss Cup a number of times (2001 might have been the first) – it has now been changed to the Pacific NW R/C Tug Regatta due to sponsorship changes. It is held on the Saturday in Bellevue followed by the Burnaby Regatta being held on the Sunday at their lake in Central Park.

Four of us from the island attended – Ulrich from Maple Bay, Glen & Sue from Crofton and myself. The majority of participants arrive at the Bellevue pond before 8 in the morning (Glen & Sue are a jump ahead – they sleep in the park!) – tents are set up, some tables are available. Lunch is provided, lots of water, pop, fruit is available throughout the day so as to not become dehydrated in the heat.

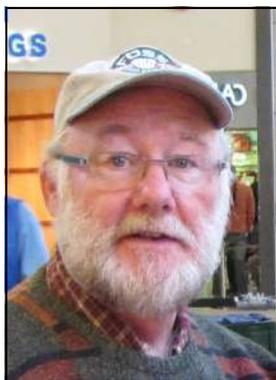
This year 24 skippers entered their boats – some ran more than one in the regatta. One enters to run two courses – a barge handling course and a salvage run – in addition this year a team towing event was added – to manoeuvre an 8 foot Liberty ship back to the dock. These events are always interesting – the judges are skippers from the industry and they will add their comments as you run the courses. Lots of assistance from the other participants in tying up barges, adding advice on the best way to tow – all fun. Awards and raffle draws close out the day – always a fun social day of boating. We left Bellevue about 5-ish and up the freeway to a 40 minute border wait and onto a Burnaby hotel for the night.

The Burnaby Regatta is a little more of a social day – lots of boats on display with great opportunities to chat with the builders. They run a sailing event, a fast boat race and the navigation course. Again lunch is included in the entry fee but it is a good idea to line up early. Registration covers both the navigation course and the boats can be judged if you desire. I was asked this year to be one of the three judges and that was an interesting experience and a great opportunity to learn from the other two judges what they consider important.

I had the pleasure of meeting up with **Ray Malone** from the UK again and also **Trevor Knights** from Australia who I had exchanged e-mails with – both were here for three weeks and enjoyed a tour of the area.

Thanks again to both clubs and everyone we met for their hospitality at their events – always a good time.

Mike Claxton





Shelbourne Shipyard

Well, another successful boating season has come to an end. What you say, "there's still plenty of time and weather left". Of course, but I'm referring to the submariner season. If you haven't noticed the water at Harrison, it's very dark & green. It doesn't affect surface ships, besides from the obvious bacterial issues but if I can't see it when it submerges, it's hard to control. It's the equivalent of you putting in your boat, then wear a blindfold and cruise around the pond. Bad things are going to happen. My only other option is Beaver Lake but with it's current weed situation I'd lose it for sure. I did have it at the Saanich Fair and finally have it trimmed good enough so that it can dive statically know. So it's overhaul time. I have already disassembled it completely. Since it won't see the light of day until the Westshore Hobby Show, there's plenty of time to re-paint, re-lube, re-seal and re-everything to make it look like it just came out of the shipyard.

On the sailboat side, the radio box is almost done and ready to be varathaned. Next on the instruction schedule is to start to install the sailing hardware. I've decided to paint it now rather than have to try to work around all the fittings. After that, it shouldn't take long to assemble then on to my last project, the Midwest Lobster Boat.

Yard Master
Scott Munford





THE SUB SUBJECT

(NOTE: Article originally published November 2004)

I've decried it before and do so again: It both puzzles and chagrins me that few among boat/ship modelers turn to submarines for prototypes. Some interest and intrigue seem to simmer, but not much is actually built and, in subspeak, "conned" on HMYP.

In the V.M.S.S., going by the September 2003 membership list, TWO (!) out of 70 (Jack Plummer & YVT) operate subs regularly. Add in Mike Gibson and Scott Ringrose once in a blue and, by golly, four is all of 5.7143 per cent of 70—with the last decimal rounded. Wow. But, so it seems, it may go about like that world-wide.

The international SubCommittee, at May 31, 2004, had 866 paid-up members. SC's ranks take in all of Europe, all of Japan and nations barely mentioned in geography courses. Even among those 866 perhaps fewer than half actually build and run model subs. If our local 0.057143 factor held true, there could be about 76,000 model ship hobbyists on the planet. Unlikely low, but possible.

In Canada, the May 2004 SC membership ranks, listed between Brazil with one member and China with three, stood at 53. At 50 per cent "doers" (i.e. + or -27) and those 27 being, say, 5.7. percent of total, nation-wide club membership, there would be no more than some 500 boat-building hobbyists from coast to coast. Maybe so.

The foregoing extrapolations may well be as far off the wall as the Moon is distant from the Sun. Still, it shows that model subs are of limited interest to hobbyists. What to do?

In this column and three more to follow, nine both actual and perceived difficulties with model subs will be trotted out, examined and massaged. Some, it is hoped, will be eliminated: others alleviated.

Over 10 years gone by, these nine real or perceived objections drive a wedge between modelers and model subs:

1. Keeping water away from electronics must be impossible
2. Once "under" you can't see/enjoy your model
3. Submarine models can get lost to the "deep"
4. At regattas and such, no one else brings a sub against which to compete, or from which to learn
5. Ballast systems are complicated enigmas
6. Submarine models are costly to build or buy
7. Sub models are maintenance intensive
8. In real life, submarines are ungentlemanly weapons
9. Trimming a model for both surfaced and submerged running seems near to impossible

That list may not be totally complete, but it's long enough to take us into February already.

To be up front, not all of the nine points are completely solvable. Note, however, that some, as the comments will show, can be eliminated. Here goes.

1. KEEPING ELECTRONICS DRY

Granted, the "not-a-drop" ideal following a long, deep run is well nigh impossible to achieve.

Builders of surface models are faced with the same difficulty, and most make sure to have a bilge under the electrics and electronics. Same applies to submarines—models, and prototypes alike. Also note that in surface models the hull requires full-length water integrity, whereas in a sub only the pressure hull needs to stay dry. A P.H. can be quite compact—40 to 60 percent of the l.o.a.



But pressure hulls must have several penetrations. All can leak: i.e., stuffing box(es), servo linkages and, if the battery is kept "outside," the red and black leads.

Penetrations need seals. Sundry industrial seals with 1/8.-3/16. i.d.s are readily available, but it is wiser to use the specialized bulkhead and stuffing box LIP SEALS that several vendors list in their catalogues. Those seals get tighter with water pressure rising with depth. A full set may cost about US\$20 to 25. Good value.

For battery lead penetrations, it is best to put a brass screw through the bulkhead, cut off head and surplus length, and solder the outside and inside ends of the lead to the screw's shaft. Belt and suspenders: put epoxy on the screw while threading it through the bulkhead.

Finally: make provisions for voiding seepage from the pressure hull, by way of an access hatch, tight-fitting rubber plugs, or Schrader valves. All will do.

2. MODEL INVISIBLE WHILE SUBMERGED

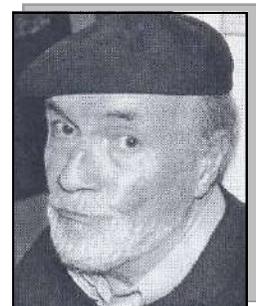
Not necessarily; not if operating in clear water, from a vantage point that allows a 300 to 800 look downward. Not hard to find. Locally: Thetis Lake. Up-Island: Sproat Lake, and on the Mainland Cultus—about 1.5 hours from Tsawwassen—all venues for 10' or greater depths.

At HMYP it may be a tad dicier if the boat is 20' to 30' out. Even so, a permanently "up" scope, a white deck hatch or a marking such as a simulated escape buoy will likely allow "eye contact." Meanwhile, it's a thrill of sorts to give the "surface" command, and see the model come up where least expected.

3. THE "SUBLOST" FEAR

Apparently, there are two classes of model sub hobbyists: Those who HAVE lost a boat, and those who WILL. And that's where the "Sub Subject" will pick up in December.

Romanus Unicum





Our new boat table being used by the public.
Photo courtesy of **Arnold McCutcheon**.



Ron Wild's
"Princess Norah"

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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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**Contributions to the Binnacle are
welcomed.**

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

Editor: newsletter@vmss.ca



WOOLLARD, Derek Reginald 1929 - 2013 It is with great and profound sadness that we announce the passing of our beloved Uncle Derek on August 22, 2013. He was predeceased by his partner Tony and his sister Sally Caldwell in 2008. He is survived by his loving family, sister Joyce Morrison (George - predeceased), brother-in-law David Caldwell, nieces Yvonne Van Swieten (Rick), Jane Newns (Kevin) and Sally Morrison (Charles), nephew Jeff Caldwell (Gerry), three grand-nieces and five grand-nephews. A special thank you to the nursing staff at Parkwood Care Centre for their excellent care of our uncle. A Memorial Service to be held on Friday, August 30, 2013 at 10 a.m. at First Memorial Funeral Services, 4725 Falaise Drive, Victoria, B.C., followed by a reception. In lieu of flowers, please make a donation to a charity of one's choice in Derek's name.

Published in The Times Colonist from August 27 to August 28, 2013

