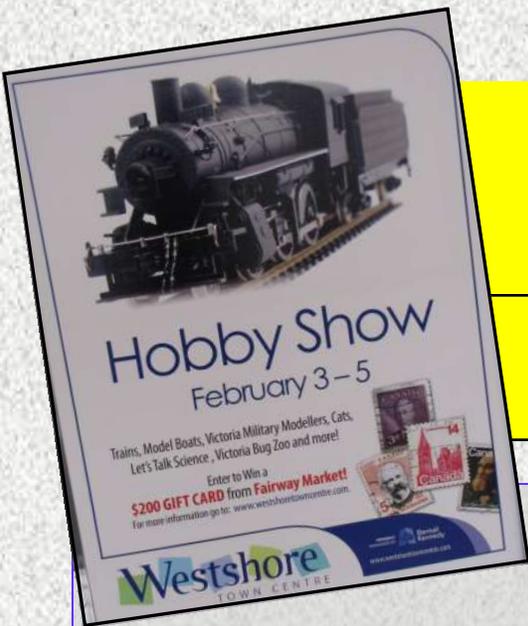


The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada



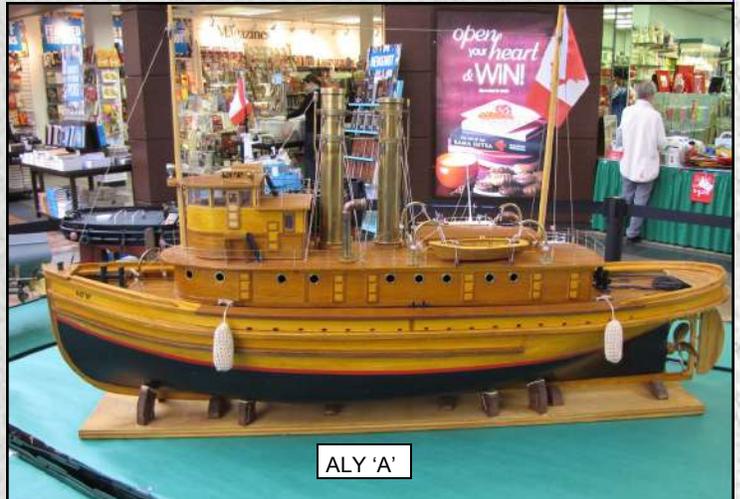
Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters



Best in Show



Bill Andrews congratulates Public Choice Winner Al Adams



ALY 'A'



Bill Andrews congratulates Modeller's Choice Winner Byron Calverley



MASTER



Bill Andrews wishes to give a Bravo Zulu to all the members who helped out at the show



Victoria Model Shipbuilding Society

General Meeting – January 12, 2011

Call to order: 7:40 pm

1. Welcome: Guests included John, Glen and Brian.
2. Outreach: **Barry Fox** reported that **Mike Creasy** is sick with the flu.
3. Club Finances: There was no financial report tonight
4. Upcoming Events: The Westshore Hobby Show takes place from February 3rd to the 5th. There are still plenty of spaces for volunteers to sign-up. **Barry Fox** reported on the Beaver Cup scheduled for March. He is seeking 2 or 3 volunteers to help with the event that runs over 2 days. Exact dates are to be provided. The event may turn out to be a U.S. Ranking Event which would mean more boats and some very skilled sailors.
5. Open Forum: **Barry Fox** awarded **Graham Smith** and **Millar Smith** 1st and 2nd place trophies for the Denton Cup. Ron spoke about the upcoming Victoria Day parade and some ideas about how to present the club in the event. Volunteers were requested to help with ideas and implementation. The parade is scheduled for May 21st. **Glen Newmeyer** confirmed that Puffins Pond is up and running in Crofton. **Dan Baker** offered the club an above ground pool with a small leak in the bottom. It is about 15' across and 4' high.
6. Show & Tell: **Rob Ross** showed us his working torpedo designed to go in his German Schnellboot.
7. Adjourn business portion & break
8. After the break, **Romain Klaasen** won the 50/50 and **Dan Baker** won a book, circle cutter and hat. **Dave Denton** showed the group his improvised wood steamer to soften wood and make it more workable.

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
Librarian: Don Meyer (Books)	381-3356
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
Victoria, BC V8Z 3E9

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Ship Kits & Accessories
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Meeting Moments

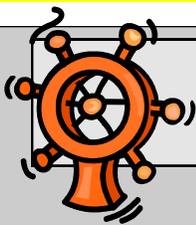
Good turn-out of members



Rob shows off his torpedo

Dave demonstrates his steam box





The Prez Says...

Prez Says

February already. When you read this we will just have finished our annual trek to West Shore Mall for the three day hobby show display. Lots of good boats on hand so the show is as good as ever.

One other thing we have been doing is letting lots of kids have a try with our Springer Tugs. They have had quite a work out and, for the most part, have been reliable as all get out. With the little blocking plates on the radios, the speed is kept low so the inevitable contact with the pool walls, or each other, all happens at low speed. With the speed under control the batteries last much longer as well so maintenance is kept to a minimum. They will literally run for hours without stopping.

And, a good turnout of people asking questions as well, so maybe a few new members?? We hope.

You should have noticed but I will come right out with it. For years the club Exec has scratched their heads to come up with the meeting entertainment at each meeting. The problem with that is that we are starting to scratch the hair off our heads trying to come up with ideas. Last year we tried having some kind of presentation one month and then "break out groups" the next and alternating those each month. I think the break out sessions were a marginal success but not enough to continue that plan.

So what are "we" going to do?? Well, the Exec will continue to be on the lookout for interesting guest speakers but the main plan is to have anyone and everyone bring their best hint, novel way of building some thing, or even their biggest/newest building (or operating) problem to the meeting and give us a brief look at it. For some of us it is the opportunity to share



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

March 24th & 25th: Beaver Fever



Meetings: Second Thursday 7:30-9:30
4050 Carey Road
Next is: March 8th, 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 February 19, 2012



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

some of our building experience (and we do have lots of that) and for others it will an opportunity to absorb the experience of those who have already gone through what we are doing and learn how to avoid some pitfalls or learn a simpler way to do what looks like a lot of work.

For the beginning, we have a few people lined up to bring their favourite problem or answer to this month's meeting but we expect that everyone in the club to bring something at least once through the year. Even some of you who may have curtailed building a bit now have lots to offer. Offer it.

I was telling someone about this process recently and they said it sounds like a specialty support group kind of thing and as I think about it, that is what a club like ours really is, a support group. So, I looked that up on the Internet and it says:

*In a **support group**, members provide each other with various types of help, usually nonprofessional and nonmaterial, for a particular shared problem. The help may take the form*



of providing and evaluating relevant information, relating personal experiences, listening to and accepting others' experiences, providing sympathetic understanding and establishing social networks. A support group may also work to inform the public or engage in advocacy.

If that doesn't define, at a fairly high level, why most of us joined this (and probably other) clubs or organizations then I'll be quite surprised. This is your club, not the Executive's, so you should want it to grow, not only in size but also in the general level of skill and quality of models produced. Sharing what you have discovered is probably the best way to make that happen.

See you at the meeting, and at the pond, and at the lake.

-Barry



Shelbourne Shipyard

With the Hobby Show fast approaching, (note: as you read this, the show has come & gone), I'm just trying to finish up some small steps on the boats that will make the trip out to Langford.

Working on the main & foremast of the *Happy Hunter*, I read that after everything is complete, then they start talking about installing the working lights. Call me crazy but I think it is easier to attach the bulbs and run the wires when I can hold the mast in my hand. So post show, I'll start the wiring progress. I can possibly see it complete this year. According to the instructions for the Lobster Boat, *Cathy's Choice*, the hull framework is now complete.

As I review my fleet, I am shocked to discover that not one boat is 100% ready to go. Sure, some are operational with minor repairs needed and some are non-functioning with a lot of repair work needed. Time to roll up the sleeves and get to it. One major task will be to re-trim my submarine. After watching an old Sub Regatta video from the Sub Committee, I realize that mine does not submerge correctly. It's very bow heavy when it dives. So back to the drawing board, and the bathtub, to fix the issue. I was going to rip everything out and start again but for now I'll just make minor changes. For those of you who have ever trimmed a sub, you know that it does not take much to get it out of whack. But if a few subtle changes do not work, I will start from scratch.

That's all for now. See you on the water, or under it.

Scott Munford
Yard Master





THE SUB SUBJECT

Those who read small "items" in newspapers, and take in the blurbs of radio and TV newscasts may well wonder if the Russian and/or American submariners pay much attention to the readings and sundry sounds emanated by their sophisticated R.A.D.A.R., S.O.N.A.R. and other sensor equipment.

Such wonderings would find root in the relatively frequent "events" of collisions (not just paint trading) that go on between the Russian, the USN and (yes) the RN. Obviously, all three of the three nations and their fleets are well equipped, and equally well trained. The thing is, though, that they're all spying on each other. That then, leads to pushing their luck, a.k.a. "brinkmanship". They all practise dangerous games and, thinking of the number of boats that primarily Russian and the USA put out on patrol or training missions (hundreds of them on both sides) it's surprising that not more collisions come about. Especially when, as the USN does, close tracking (tailgating) seems to be the order of the day. And, usually, the "leader" knows what's going on in her wake.

To shake off a tracker, sudden manoeuvres can be carried out. Sudden changes of speed and depth are the most common, but quick alterations of course are tried as well -- all of that begs for trouble. But it is accepted as legal.

The USN makes it a matter of routine to move in close to a boat that's about to be launched. They seldom need to wait long. Satellite imagery is pretty good these days. Once a new boat is launched, it's given a NATO moniker (Delta, Oscar, Typhoon, etc) and its "voice" goes on tape in the spy boat. The Russians, aware of this, cause a lot of other underwater noise, but that can be filtered out and, later refined. Then every unit in the fleet (perhaps the RN as well) get on-board copies.

Apparently, the recordings are as distinctive as fingerprints. The smallest difference between boats of the same class, type and design affect the "signature". One screw blade with a nominal pitch difference; one rivet or weld that was not ground down as fully, or a slight difference in the propulsion shaft's ball bearings . . . all will leave their marks in the "voice" recording. Such knowledge comes in right handy for the other navy to build up a record of specific boats and the frequency as

well as the course of a deployment. So, yes, risks are taken in the initial gathering and, later, intelligence-on-a-platter.

With no ICBC involvement the nations involved generally do not give the collision wide publicity. There are, however, settlements reached. No doubt the sundry navies have some form of slush fund in their budgets, but damage to a submarine is never cheap to remedy. And also, time out of service is a major consideration -- especially for the USN which keeps its boats out under the briny as long and as frequent as possible. (the Russians have far longer time-outs.)

As mentioned above, the news of collisions is frequently suppressed or erroneously reported by mutual agreement. On one occasion, though, that didn't fly with the Kremlin. On February 11, 1992, the diesel-electric *USS Baton Rouge* rammed a Russian sub near Murmansk. The event put Boris Yeltsin's nose so out of joint that he forced an immediate apology out of the US. He got what he wanted there plus carloads of greenbacks. Trouble was that the publicity also made it known that US subs were operating so close to Russia. That produced a backlash against Yeltsin in his efforts to bring the US and Russia closer together again. The end result, was one happening that helped bring Yeltsin down.

In the research material obtained for last month's column dealing with the sinking of the *Kursk*, a long list (19 in all) of warship collisions was included. Out of those, covering 1961 to 1993, 14 had involved submarines: 12 sporting the Stars & Stripes, and two the Union Jack. At the risk of provoking unwanted attention from the makers of Nytol, get a load of this: During a spy mission in (then) Soviet waters, *USS Swordfish*, SSN-579, had a Soviet sub surface underneath her. In December 1967, SSBN-654, the *George C. Marshall*, was grazed by a U.S.S.R. submarine. No details given. On October 9, 1968, a Russian sub innocently minding her own business in the Barents Sea, got a sizeable hole knocked in her. Author unknown. But Russian intelligence noted the arrival of an unidentified, damaged submarine in a Norwegian port a few days later. No fuss this time. In November 1969, the *USS Gato's* sail hit the hull of a Russian boat. To do that, Gato must have been at periscope depth. On March 14 of the following year the *USS Sturgeon* (a nuke) bashed her sonar dome against the sail of yet another Ivan-built boat. That too, must have happened with both subs at a shallow depth. Next, according to a New York Times 1975 report, an unnamed USN

(Continued on page 7)



(Continued from page 6)

boat had collided with a Russian sub, 12 miles off of the Soviet coast, back in 1971. Talk about up-to-the-minute-reporting, what? But 1971 was not a good year for the Americans. *USS Dace* hit a Russian sub in the Mediterranean, while the *USS Puffer*, while trailing a Russian boat, got bumped by her target, when the object of her interest took an unexpected dive. Live and learn -- if you survive.

Jumping to 1974, matters did not improve much. The San Diego Evening Tribune took its time to report, in 1975, that the *USS Pintado* had rammed a Soviet missile boat while on a spy mission near the northern base of Petropavlovsk. No mention of e-mail gone funny. Then, on November 3, 1974, reputed columnist Jack Anderson reported that the *USSN James Madison* had hit an Unknown Victor attack sub. This in the North Sea. A wee jump now to 1981: *HMS Spectre* rear-ended a Russian Sub. "Keep your distance," says ICBC. But not to worry. The beat goes on. On October 1986, the *USSN Augusta*, while testing a new computer sonar system to detect enemy subs the easy way, rams a Delta or Yankee class boat. After that the drawing boards received a plethora of earlier visitors, They all suspected they had missed something on earlier occasions. Last on the list updated to 2000: On March 29, 1993, the *USSN Grayling* collided with a Russian submarine in the Barents Sea. End of list.

Either the foregoing list is incomplete, or -- with the iciest part of the Cold War gone -- greater care and better navigation are practised. Or . . . the media have other items to fill space and time.

For next month, if **Jim Cox** finishes his basement development, the saga of U-25 will be followed up. Failing that, the original interview with **Jack Plummer**, her original builder, will be run in updated form.

Hope you're all off to a splendid 2012 start.

Romanus Unicum

(Inspired by **Len Gibbs**)

P.S. Thanks to **Jim Cox**, I've read No Time on our Side -- the rescue of a 2-man submersible at 1575 feet. Will get back to that Spring 2012.



Hello from the new Sailing Director

Just back from another great sailing day at Beaver Lake. Lots of onlookers, some good questions and people taking pictures. It is quite a sight to see 6 highly tuned speedsters in a close race. Everyone is getting better and the competition is terrific. Our new marks and rescue boat are proving to be winners. There are several new boats in the works and a few new faces.

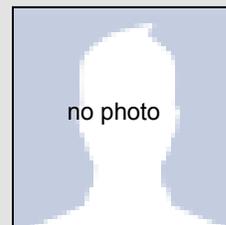
With all that in mind, we'll be having two scored club racing series, five days each, one in the spring starting February 19, and one in the fall starting in September. We'll be using one of our regular Sundays a month. We'll take turns running the races, and winner will get the club trophy. If you're interested in joining in or just following us, by all means register on our forum which you can reach from the main page of our website www.vms.ca. We always appreciate seeing the "power guys" out so if you're interested in helping out or trying a boat, please do come and join us at the lake.

January was a break for us as Beaver froze over. Back at it last Sunday when 5 boats slugged it out. Then 3 of us traveled to Long Lake in Nanaimo last Friday to sail. Boats were being measured, and several boats from Hornby Island, Salt Spring Island and the surrounding areas made for crowded starting lines. Lots of fast boats. **Graham Herbert** was top dog in very tricky offshore wind conditions but we held our own.

Kudos to one of our members, **Adrian Harrison**, who is now working on his 4th SKA IOM. Or is that #5? He gave me a test sail of one of his boats on New Year's Day and she was so terrific I just had to buy her from him. How do I sail two boats at once? I'm working on it.

See you on the water.

Fred Herfst





Club Sailing Director

Our Sailing Director for the last several years has been **David Cook**. Many of you have seen him at some of our meetings and social events. And if you have ever come to Beaver Lake to sail with us you will have seen (and met) David and his faithful sidekick

Over the last couple of years in particular, most of us have been aware of David's undertaking to design and build his own sailboats complying with the rules for International One Metre yachts.

You will have also seen David confined to his wheelchair. But you should have also understood that the wheelchair was not much of a handicap to David. At the drop of a hat, David is out the door of his house and off to downtown to buy as little as one screw that is needed to do some project. He has often wheeled from his house near Tillicum Mall to Beaver Lake, Rufus in tow. He routinely has wheeled to Royal Victoria Yacht Club to lunch with his buddies. He goes everywhere in that chair. I kid him all the time that he needs to write to the manufacturer of his chairs and tell them what he does with them. He is the ultimate torture test for that equipment.

And through all this he has relentlessly promoted radio sailing around Victoria and there are quite a few members of our club now who would otherwise not be sailing with us.

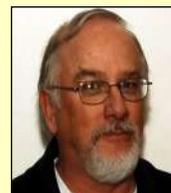
Unfortunately, David's disease just never stops and it has, in the last year in particular, slowed him down quite a bit more. To the extent that sailing on the colder days is more problematic and he has to be a bit more careful about what he does. That has caused David to decide to relinquish his Sailing Director duties by resigning from the Executive.

But in typical David manner, he would not leave us in the lurch and went out to find a willing replacement. In his normal (and if you know David you will know this to be true) relentless fashion he has convinced a relatively new member, and avid sailor, to take on the position. And with that we welcome **Fred Herfst** to the Executive effective immediately. Hopefully Fred will introduce himself in another column here and continue to communicate what is going on with the sailing side of the club.

For David, this has nothing to do with quitting sailing. He is in the final stages of completing his fourth complete sailboat in two years and when it is done he is going to fly the boat (and himself) to Dallas, TX to sail in one of the bigger US RC Sailing regattas.

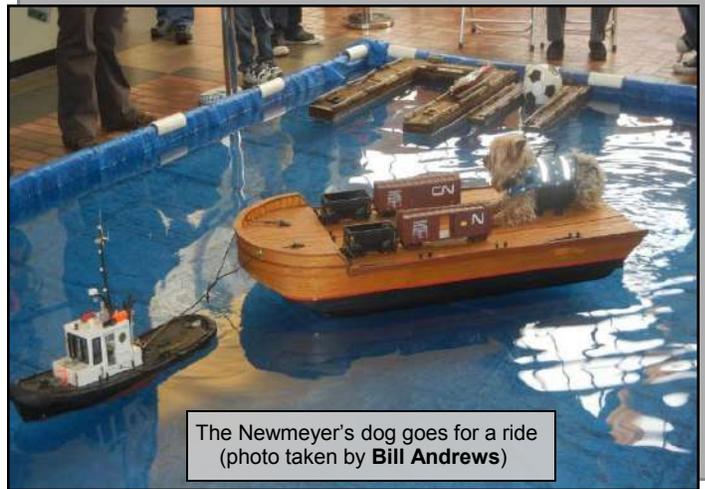
When the sun shines and temperatures come back to a "more reasonable" level, I expect to continue to have my on the water battles with David. He is every bit a true competitor.

-Barry





Dave Taylor supervising a young boater



The Newmeyer's dog goes for a ride
(photo taken by **Bill Andrews**)

DUES 'R DUE!

RSVP

(Regular Sailors Volunteer Payment)

**Contributions to the Binnacle are
welcomed.
Deadline for submissions: **Sunday** before the monthly
meeting.**

Editor: newsletter@vmss.ca

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: newsletter@vmss.ca subject line: "PhotoContest Entry" (important!)
3. Model ships and related topics only, please. **Limit of 3 (three) entries** per person.
4. **Deadline November 14th, 2012.**
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 2013. **Questions:** email to: newsletter@vmss.ca

GOOD BOATING AND SHOOTING!!



Runner-up Public Choice **Fred Threlfall's ATLANTIC SALVOR**



Runner-up Modeller's & Public Choice **Bryon Calverley's MIR-A-KEL**



Runner-up Modeller's Choice **Craig Paterson's MOYIE**