

The Binnacle



Victoria Model Shipbuilding Society
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Yahoo! Newsgroup : VIRCB
 Vancouver Island Radio Control Boaters



"I never knew Orval, but long time members have told me that he was always a great champion of the pond - saying: 'Come back to the pond' - when others were going out to Beaver and Elk Lake for better conditions for sailing." See **Mike Woodley's** story on page 5. Photo by Mike Woodley.



From the Bridge

Here we are , Sunday night before the regular meeting , Bill phones up, Dave have you got anything for me ? Lots of things Bill but due to

the fact this is our 40 th anniversary you are going to be hard pressed to get anything out of me in a hurry Oh well do what you can Dave.

The meeting Thursday night will be a show and tell, Lets see what you have been doing lately. My Thomas Tug has progressed just fine. There are some more under construction I hope they show up Thursday . As far as prizes On the 6th of May lets see what volume of participation we get before we start throwing out prizes and awards to a one design group.

Coming up on the 4th of May will be the Canadian Sail and Power Squadron General meeting .We have been invited to give a little display of about 2 hours duration just as a little bit of general interest at that meeting. Call me for details if you are interested.

A couple of days latter on the 6th of May we will be holding the Battle of The Atlantic Regatta in honor of those who fought for our freedom in WW2 .

The Maple Bay Boat Show and Run will be on May 18,19,20&21 .A real fun event with a pool just the right size for our new tugs. Display tables will be there for those not wishing to get wet. Come on up and shoot the breeze with fellas with a parallel passion ,exchange ideas, see some big stuff too. This is a fun event.

The last event in the all island series will be held at the Saltspring Island Sailing Club facility May 13 Mothers Day , Take her on a sightseeing trip to Saltspring and combine it with a little boat racing on the side.

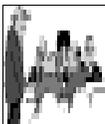
Till next time keep your bottom wet.

Dave

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

- May 6—Battle of the Atlantic, Harrison Yacht Pond
- May 18—21 —Maple Bay See page 2 for info.
- June 1 —Sidney Museum: show your favourite ship



MEETINGS: Second Thursday 7:15-9:15
 313 Brunswick Place
Next is May 10



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



SAILING: 1st and 3rd Sundays 1 – 3 PM
 Beaver Lake
Next is April 15



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



Victoria Model Shipbuilding Society

General Meeting – 8 March 2007

Call to order: After the Swap and Shop at 8:10

1. Maritime Museum Spring Break (March 20-22) sign up sheet was passed
2. Powell Cup in June will incorporate a similar type of event for the power boaters, same day, at Beaver Lake
3. Battle of the Atlantic Regatta (April 12) committee, Mike Woodley, Dave Denton, Bill Andrews, Bob Rainsford
4. Westview Gospel Chapel returned our rent cheque and asked us to donate it to a charity of our choice. The members voted to donate it to the CFB Museum.
5. Our thanks to Dave Denton and Bob Rainsford for building the boat table at Harrison Model Yacht Pond.
6. Our thanks to John Gough for building bookcases for our library.

Adjournment 9:00 PM.

There followed a discussion about building cardboard/styrene tug models.

2007 Executive Committee

President:	Dave Denton	478-1800
Vice-Pres:	David Taylor	652-6480
Secretary:	Ron Hillsden	479-5760
Treasurer:	Tom Pound	595-6487
Show Coordinator:	B. Andrews	479-2761
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Parks Liaison:	Dave Denton	478-1800
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Librarian:	Rick Rainsford	382-0898
Sailing Director:	Barry Fox	743-5729
Director at Large:	Ken Scotten	472-6187
Director at Large:	Ernest Reid	652-8579
Publicity:	Dave Denton	478-1800

Parking at HMYP

Parking on the grass is not allowed. Not only does it cause maintenance headaches for city staff but it also sends a bad message to the public about all our members.

Flagging Sales?

Ron Hillsden is going to retire from the flag business. If the flag is 2" or smaller it is \$2; 3" or larger is \$4.00. Add \$1.50 for mail if not taking it in person. In stock only, He is not going to order any more.



MODEL BOAT SHOW AND RUN

MAY 18TH, 19TH, 20TH, & 21ST
 MAPLE BAY MARINA
 6145 GENOA BAY ROAD, DUNCAN, BC, CANADA

- LARGE FRESHWATER POOL
- DISPLAY TABLES, WITH POWER
- 4 DAY EVENT
- COMPETITION COURSE
- AWARDS AND PLAQUES

RUN IN CONJUNCTION WITH
 MAPLE BAY MARINA'S 12TH ANNUAL WOODEN BOAT SHOW

March 19/07. Henk Muersing, in his 95th year

passed away. Henk's tenure with the VMSS is one of a lasting memory for me. Henk ran Regatta's that need to be described !!!

- Remember the Regatta's at the rowing club.
- Remember we had power and sailing events functioning at the same time.
- Remember we had special static judging tables built by Bill Barker. (Lazy Susan Style)
- Remember we brought 4 judges in from the community for static judging.
- Remember we had a first aid station manned by Julie Hillsden.
- Remember we had local politicians showing up to see what the VMSS was all about.
- Remember we Derek Baker running the computer and transmitter compound.
- Remember we Harry's Crosby's 13-ft. container ship doing demos.
- Henk had the ability to get everyone involved to make a great show annually and this he did at 80 plus .
- These memories I wanted to share with the membership new and old.
- Thanks Henk and our condolences to his wife Meika.

Submitted by **Ken Lockley.**

Derek Baker photo.





Old Wood & Rusty Iron – by Mike Creasy

Our season-opening “Battle of the Atlantic” regatta comes up next month, so what better time to recount the story.

Some perspective: The war in Europe began for real on September 1, 1939 with German occupation of Poland. The Poles were no match for the new style of warfare, and Warsaw fell in a few short weeks. The rest of Europe held its collective breath, wondering who was next. The politics were intense, as Germany sought alliances with other countries – after all, political takeovers are often more effective than military actions.

One lesson learned from World War I was the need to control supply lines, and the German navy had a plan to deploy surface raiders and U-boats in the north Atlantic. Adolf Hitler knew that England was the pivotal opponent – if he could choke off the supply lines, he was sure they would either capitulate in short order, or be ripe for invasion.

This was a vital point, because he also knew that the longer the War continued, the more likely it was that the United States would join the conflict. He was fully aware of American industrial capacity and suspected that, if the Americans joined in, his Blitzkrieg warfare style would be checkmated.

Britain had declared war on Germany on September 3, 1939, and hostilities began.

In 1939, Britain and the Dominions had, on average, 2,500 ships at sea every day. Senior Royal Navy Commanders understood the threat of surface raiders, and moved to control or sink them. The threat posed by U-boats was less well



understood, and the threat from aircraft even fuzzier.

Canada declared war on September 10, 1939. The Canadian Navy then consisted of six destroyers (*Saguenay*, *Skeena*, *Fraser*, *St. Laurent*, *Ottawa* and *Restigouche*) plus an assortment of small craft.

On September 16, *Saguenay* and *St. Laurent* departed Halifax with the first convoy of the war, beginning a task that would continue without pause for the next 68 months.

By November, two convoys a week were leaving Halifax for the UK, each requiring protection from the very real threat of U-boat attack. Canadians initially provided escort out as far as the Grand Banks, while the Royal Navy picked convoys in the Western Approaches. Merchant ships were unescorted for the main part of the Atlantic crossing because there weren't enough escort ships available, and because the U-boats threat was highest near the coastline.

The German Navy had invested a great deal of effort in planning how to use the U-boat fleet, and quickly began to inflict serious losses. They began the war with about 60 boats and with two per month coming in service. In the first year of the war, nearly 500 merchant ships were lost to U-boat attack, and nearly as many to mines, aircraft and surface raiders.

In response, Canadian shipyards began building a small escort vessel based on a proven design for a whaling ship – the famous Flower class corvettes. Canada built and sailed 122 of these remarkable little ships, something we should all be proud of.

Canada also received seven of the old US “4-piper” destroyers under the lend lease programme. These ships were vital to our small Navy, although legend has it that the 4-pipers could match the Flowers in rolling on a rough sea. One ship was reported to have made 50 degrees, with only a slight hesitation about whether to capsize or come back upright!

Royal Canadian Navy ships took part in many of the major events of the Battle of the Atlantic, and took much of the drudgery and danger of endless convoy escort from the start of the war in 1939 until VE Day in 1945.

Canada's Merchant Navy also played a major role in the battle. Civilian seamen manned the freighters and tankers carrying vital cargoes to the UK and Russia, thumping along at slow speed in massive convoys, waiting for the U-boats to hit. Canadian shipyards turned to with a vengeance, building the “North Sands” type freighter in small yards from Sydney to Prince Rupert. Beginning in 1941, Canadian yards produced 353 of these 10,000 ton ships. Some went to the UK, some to the US and some stayed in Canadian hands. Many went to the bottom. All ships and sailors shared the threat from the enemy and from the sea: a fine sunny day meant easy pickings for the U-boats,



while a howling gale with freezing spray meant the probably couldn't see you.

Canada's role in the Battle of the Atlantic had its spectacular moments, but mostly it was the story of months and months of unending danger and strain for some very brave people. Lest we forget.

Next month, some stories of Canadian ships and men in the Atlantic.

Bibliography

The Far Distant Ships, Joseph Schull, Queen's Printer, 1961

The War at Sea Volume 1, Capt S.W. Roskill, HM Stationery Office, 1954

Canada's Flowers Thomas G. Lynch, Nimbus Publishing, 1981

THE SUB SUBJECT - APRIL 2007

“How does one get a model boat/ship of one’s own?” interested or prospective modelers may ask. “Build it or buy it” is the answer, but both those options sport sub-options. It will take two and possibly three columns to vent my views... views that are NOT cast in bronze.

PART II

As mentioned last month, the insights on hydrodynamics gained from the two free-running models had, by now, emboldened me to get into R/C subbing.

Because I liked the simplicity of Miami’s shape, my first R/C model submarine was to be another copy of that boat, this time in 1:125-scale, dictated by the diameter of the PVC tubing I’d bought and the need to house now more extensive electrics plus electronics.

For this project, I was given a set of 1:96-scale plans by Greg Sharpe of Deepsea Designs. I had those shrunk to 1:125-scale. As mentioned, for the straight part of the hull, I used a length of PVC pipe, while bow and stern cone are of laminated fir (bread ‘n’ butter).

For the innards, as for the 1:202-scale predecessor, I again resorted to a mid-hull tray/platform...leaving space for lead ballast and a 20-cell 6V AA battery pack in the bilges. Atop the platform/chassis reside three servos, the speed controller, an APC, the RX, a 4.8V battery pack, two on-off switches and wiring. The motor, two of the servos, are sunk into the platform, down to the hull’s centre line.

Shaping the linkage rods that run through neoprene lip seals was a bit of Houdini revisited...especially for the one that activates the (very essential) bow planes.

Although a bevy of setbacks had to be coped with and suffered and conquered, she was ready for trials in something like 210-220 hours. Then the fun began.

She must have established a line of communications with her predecessor - the 1:202-scale Miami and she, too, resisted all attempts to entice her to DIVE. Too bad, ‘cause I’d sunk too much time and hopes into her construction to let go. In spite of what I’d thought I’d learned from the needed modifications to the 1:202-scale Miami, it still took me almost as many months to get her going as it had taken to build her. Trial and error, over and over and over. Yet, looking back, same old, same old; upsize her bow planes twice, and tamper with the weight and linear location of the lead ballast. Move, move, back, shorten, lengthen, ad nauseam. (Later, I learned that JIN’s Ko Hyoteki midget submarine had a chunk of lead that the operator could move forward to compensate for the crafts’ increased buoyancy upon release of the two torpedoes. Good, simple thinking, what?)

Despite the minor frustrations and (really) poor sleeps, I did commission her at last; Christmas Day AD. 1995. And now she ran very well and she ran FAST.

Assisted by Ron Armstrong with his stopwatch, we

clocked her dived scale speed at between 21 and 22 knots. Not as fast as the USN’s real thing, but it took no time for the denizens of the Pond to call her “The Pocket Rocket”. And that was the unanticipated result of Matt Thor supplying me with a 1.73/1 reduction gear. Must add, though, that heavy-handed treatment of the throttle made her battery pack of 20 AAs pant, and call it a day in less than 30 minutes.

Now that I’d established a slippery grip on radio control, it was my perception that the time had struck to build a static (ballast-tank equipped) diver in 1.96-scale. For basic parts (motor, reduction gear, s.s. drive shaft and bronze seven-bladder) I again turned to Matt Thor, but here I went for a 6V gell cell, and Matt recommended a 3.5/1 reduction. I bought that. Then Matt had another thought.

For some ten years, he’d kept a warped, three-piece 1/96-scale Los Angeles-class hull on a workshop shelf. He’d sell it for cheap with this caveat: “It needs a lot of work”. And in due course I found out that he’d been right on that, but first I wanted to get on with the difficult parts: i.e. the ballast tank.

That took two goes.

For the first one I screwed up in duplicate. (1) I used plexi tubing for the actual tank and, (2) built a flood and blow Rube Goldberg system that I’d gleaned from a published plan. Yes, on the workbench it DID work but in two blows the plexi shattered like wafer-thin ice. The freezing temperature generated upon Propel gas release caused that. That meant I’d start from “scratch”, using polycarbonate Lexan this time. Then I revised the linkage...reducing its parts count to about less than half of the first one. All of that has worked for almost 11 years now...as if it had graduated from Orca University. But I had to get on with building the boat, and stick a name on her.

For a name, I looked at my custom-ordered submariners’ crew cap. “Miami” it read. “SSN 755”. That settled it. She’d be my third Miami.

The 1.96-scale Miami has one special feature: a R.A. M. sonar device. Its operation is linked to the ballast tank servo. “On” upon surfacing; “off” upon diving. That special has loomed on top of my beef list. I’ve wet-nursed it, pampered it, tampered with it...for a decade running. And to my little wife it was that model’s worst feature. That awful, terrible noise. Shows to go yah.

Next, then, I wanted to fulfil a long-held dream: build a model that would launch ballistic missiles...a USN SSBN Trident-launching “Boomer”. But the report on that foray into uncharted waters must hold till the May column. After that the Molch (“Bratwurst”) saga and after that I must render up some conclusions. Will that come in June or July? Till then, stay tuned.

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Flag Sale

All Flags 2 “ or smaller are now \$2.00

All Flags 3” or larger are now \$4.00

Please add \$1.50 for mailing

Ron.Hillsden@shaw.ca

479-5760



Orval and the Waders: a True Story

By Mike Woodley

"It all happened pretty fast today...[Sunday April 1, 2007]

"Three of us were talking - and I was saying it would be good if we could get a pair of hip waders for the new storage box - so any one could use them as needed.

"Len Gibbs and Romain Klaasen were the other two in on the conversation. Len, former VMSS member, said: 'I have a pair you can have'. Romain, present VMSS member said: 'I know the ones - I gave them to you'...so, here's the story:

"Romaine gets a pair of hip waders from his wife for Christmas - Orval's widow gives Romaine Orval's waders at the same time - Romaine gives Orval's waders to Len, who uses them about 3 times in the past 10 years. Len and Romain hear me say '... that it would be neat if someone could donate a pair to the storage box'.

"Len goes home - one minute away by car, and returns with Orval's waders...which he promptly donates to the VMSS for their new storage box."

"How Cool is that!"

"So, as of this morning - Orval Wilson's hip waders are in the box for any member to use as needed. (when the box is open!)"

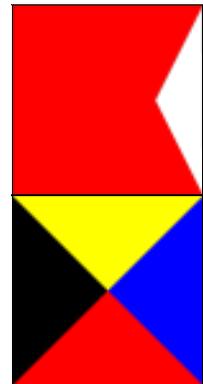
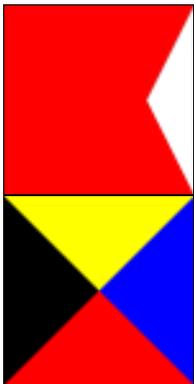
And that's no 'April Fools'. Thanks Len, Romain and Mike. Editor.



Mike testing Orval's Waders! Photo by Mike W.



Stairs donated by Bob R. Photo by Mike W.



Doug Allen's "Coastal Messenger" earns First Prize in Work Boats and Modellers Choice at the Mid Vancouver Island Modellers Show held March 15 to 18 . Work Boat 2ND MIKE CLAXTON – ABERDEEN PILOT #2. Bravo Zulu!, Doug and Mike, from all of us at VMSS. Thanks to Mike Claxton and Dick Copland for contributions.



THE MARITIME MUSEUM 2007

On behalf of the club, THANKS! to Tom Pound and crew for all their hard work.

Besides being a good revenue producer for the club, this event is the most fun, as well as the most hectic, of any we do. The kids are always a delight. This year's Pirate School at the Maritime Museum was the largest yet, with about 450 participants!

Helpers were:

Bob Rainsford, Rick Rainsford, Bill Andrews, Mike Creasy, John Launder, Barry Fox, Ron Hillsden, and Dave Denton.



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Sailing Tacks for April

We have had a very busy spring time sailing schedule and it isn't done yet.

We have just finished sailing the 3rd round of the All Island Series and the IOM class was won by VMSS member Dave Seager followed by myself. MVIMM did a bang up job of organizing and running their first sailing regatta in years. Well done.

Next up for us are our normal Sunday sailings. I will be scorekeeping the next one and will add those results to those from a month ago so we keep our yet-to-be-named club sailing championship in order and on track.

Quite a few new boats are either being unveiled or finished off and I think we will have a great cross section of sailing vessels to attack Beaver Lake with as the year progresses. We are seeing some new faces at the lake as well and a few of them are going about getting new boats so that will be a big plus to have new boats and new people to keep the club supported.

Back to the All Island Series for a minute. VMSS has been well represented at all of the events so far and are leading the series overall positions at this point. One more event is scheduled for the series in one month on Saltspring Island at the site of June's Canadian National IOM Championship Regatta. It should be a well attended event as it represents a chance for anyone who is going to enter the Nationals to get a first hand look at the facility and the seas that they will face at that time.

There is a good chance we will repeat this series style of events in the fall. Quite a few folks, both racers and organizers, are showing interest so it is a very good possibility. Likely start in later September and rolling through to Christmas.

So Saltspring the second Sunday in May, at Beaver Lake the first and third Sundays and then on into June.

Still waiting on confirmation from CRYA that we will be granted the Western Canadian IOM Championship Regatta for this year and if we get it that will be held in mid-September, I think.

Remember in June we will be having Powell Cup day on the third Sunday. In addition to the normal sailing portion of the event (and the part that actually counts toward the Powell Cup) we will be hosting the rest of the club and their powered boats to come and partake of the same course and rules for their own chance to win the XXX (haven't decided on a title yet) Cup. Should be good fun to see all of the Club tugs and other power boats scooting around Beaver Lake, stopping at all the ports of call. Mark it down on your calendars. It's going to be fun!!!

That's it for now. See you lakeside soon.

-Barry