



FREE TICKETS...see Page 6!

The Binnacle

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



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

Rainsford Lighthouse at Harrison Pond



Photo by Bill Sturrock

Our hardworking Quartermaster, Bob Rainsford, constructed and installed this lovely little lighthouse at Harrison Pond. He used a 4 x 4 cedar fencepost, some PVC pipe, half inch plywood and concrete. His design actually is floating so it will always look correct as the water level fluctuates. The top of the lighthouse was 'donated' by Jack Plummer, and Bill Andrews assisted with the installation.

Bravo Zulu, Bob.

Bravo Zulu is a naval signal, conveyed by flaghoist or voice radio, meaning "Well Done"; it has also passed into the spoken and written vocabulary.

From Wikipedia, the free encyclopedia

[To be awarded for meritorious contributions at the discretion of the Editor]



Victoria Model Shipbuilding Society

General Meeting – July 10, 2008

Call to order: 7:30 pm (22 members attending)

2. Club Finances: Club is in good financial shape. **Mike Wheatley** has renewed his membership.
3. Tall Ships Wrap-up: **Dave Taylor** thanked all those members who volunteered. A special thanks to the wives of the members that showed up. **Bill Andrews** stated that there were 350 man-hours of volunteering.
4. Silly Boat Regatta: Members of the club have been invited to attend a regatta in Nanaimo on July 20th at Swyalana Lagoon.
5. Upcoming Events: Boat-a-thon July 27th. The exhibit at the Air Museum has been cancelled due to the new building not being ready yet. The boat-a-thon scheduled for August 10th has been cancelled. Saanich Fall Fair on August 30th – September 1st. Sign-up sheets to be distributed.
6. **Ken Ensor** will be giving a hands-on lesson for members on lofting. He will inform every one of any tools or supplies to bring to the meeting.
7. A discussion about members who do not have email and are not present at meetings to pick up their copy of the Binnacle.
8. Adjourn business portion & break
9. A presentation about the features, similarities & differences of the 2.4Ghz radio systems (Futaba, Spektrum 6 & 6i and JR) by **Dave Taylor, Barry Fox, Mark Giles & Scott Munford.**

Respectfully Submitted
Scott Munford, Secretary

2008 Executive Committee

President: David Taylor	652-6480
Vice-Pres: Ken Ensor	478-6884
Secretary: Scott Munford	382-1673
Treasurer: Mike Creasy	965-6487
Show Coordinator: B. Andrews	479-2761
CRD Liaison: Ken Lockley	477-5830
Barry Fox	294-0350
Parks Liaison: Mike Claxton	479-6367
Binnacle Editor: Bill Sturrock	479-0239
Quartermaster: Bob Rainsford	383-2256
Librarian: Dave Denton	478-1800
Sailing Director: Barry Fox	294-0350
Publicity: Ernest Reid	652-8579

All above (250) area code

Contributions to the Binnacle are welcomed.
Deadline for submissions: Sunday before the
monthly meeting. Editor: vmss@shaw.ca

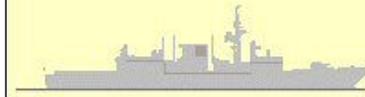
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LISTEN UP MATEYS
CONTRIBUTIONS OF STORIES, ANECDOTES, PICTURES, AND OUTRIGHT LIES ARE NEEDED FOR THE 30TH ANNIVERSARY OF VMSS AND THE BINNACLE.
PLEASE CONTACT: RON H., RON A., KEN L. OR THE EDITOR.

PLEASE SUPPORT OUR LOCAL ADVERTISERS



Above: Bill A.'s Fairmile.

Below: Scott M.'s sub.



From the Bridge

Hi Shipmates

As you will all hopefully know our next event will be the **Saanich Fall Fair on 30th August to 1st Sept** at the Saanich Fair Grounds near Brentwood Bay. This is a fun event with lots of public participation including the ever-popular paddleboat racing for the kids. I must say that I have been Underwhelmed by the response to my mail for staffing for the event. Hopefully this will change over the next few weeks.

I am looking for some outlines to have various competitions going on by club members and possibly getting the adult public involved during this and other events that we have during the year.

We are currently looking at various ways to enhance the club exposure and some of you may have noticed the new posters, such as the one at **BC Shavers**, showing something of the **VMSS** and advertising the next event. If you have a location where one could be posted then contact **Mike Creasey**. You will shortly be seeing the new single sheet handout giving much better information on the club and a map showing how to find us.

Well Shipmates time to get those boats dusted off and ready for the Saanich Fair

Dave T

ON THE RADAR

INFORMATION ON UPCOMING EVENTS

AUGUST 28-SEPTEMBER 1st

SAANICH FAIR!



MEETINGS: Second Thursday 7:30-9:30
313 Brunswick Place
Next is September 11, 2008!



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 August 17, 2008!



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



Craig P.'s sternwheeler, ZULU.



Photos by Bill Sturrock



The Sub Subject

UNBEKNOWNST TO ME AT THE TIME I PUT “PAID” TO LAST month’s column, our Mr. Ed. now estimates that the model torpedo topic may carry “The Sub Subject” to just about Christmas—which falls near the end of December.

As published in this spring’s The SubCommittee REPORT, [June 2008, Issue #73, www.SubCommittee.com] it ran to seven three-column pages—heavily illustrated by **Greg Sharpe** of **Deep Sea Designs**. On that score, I cast my fate to the wind, and will strive for reasonable continuity. Still, I suggest that (if interested) you don’t relegate this and coming Binnacles to the round file ‘till the end of this War And Peace rival.

KREIGSMARINE G7e TORPEDO MODELS PART I

G7’s, reportedly, were the Kriegsmarines’ bread and butter torpedoes, until both magnetics and acoustics entered the fray, late in WWII. Thermally driven, however, G7s showed such a clearly observable wake that, as early as 1938-1939, electric drive was developed and adopted—hence the “e” in the type designation.

To this day, wartime Germany’s industrial output of 1,000 G7’s a month remains astonishing. The trick, apparently, resulted from highly efficient building methods. Each electric took only about 1,255 man-hours to fanny paddle out of the factory doors, while (according to Robert Gannon’s *Hellions of the Deep*) it took 1,707 hours of highly skilled labor to crank out the thermal jobs. Still, at say a 50-hour workweek (forget holidays) one worker would then produce no more than 2.07 G7’s a year. That, at 12,000 a year, calculates to about 5,800 workers in the torpedo gang.

Perhaps 8,000 plus, if sickness and bombing interruptions are considered.

Calculated with the scale-speed formula, the model’s speed should be no less than 9.99 knots, call it 10 kn. A speed not likely to be achieved.

Model Background

The saga of the models goes back to the MKIs—first released on July 7, 2002. The one illustrated and described herein (designated MK-2) had its first test runs August 14, 2005, and was ready for a couple of coats of paint. Perhaps, maybe. The MK-2 has turned out to be a precedent-setting project for me: More time was spent on thinking, designing and experimenting than went into building. And all that “soft” time went out to eliminating the deficiencies shown by the MK-1s.

Early on, when my sub-bud, **Len Gibbs**, learned that I was going to build a 1/11-scale *Mölnch*, he offered two torps for my (interim) use. He’d built those for his model *Seehund* which, at the time, was not ready for launch. This was a welcome and generous offer. I’d sweated completion of the *Mölnch* (now named “*Brätwurst*”) which had been started and then abandoned some years back by another modeler.

Getting down to runs during the summer of 2002, the MK-Is were for all to see a spectacular success. They flashed around in our local model yacht pond at such speed that it made **Ken Scotten** draw the comparison between them and the animation of “The Roadrunner”,

keeping clear of Wile E. Coyote’s clutches. What onlookers saw was the fluorescent red paint on the war-heads,

Prototype vs. Model Specs		
PROTOTYPE	The Model	Comments
Length: 20.0’	28.0”	1:8.6
Diameter: 21.0”	2.25”	1:9.3
Range: 5000 yds.	120 yds.	1:4.2
Speed: 30kn.	3.13 kn.	1:10
Weight: ?	3.08 lbs.	?
Warhead: 672 lbs.	4.00 oz.	1:2.688

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Old Wood & Rusty Iron – by MIKE CREASY

CABLES, TRAILS AND TAKE-OVERS

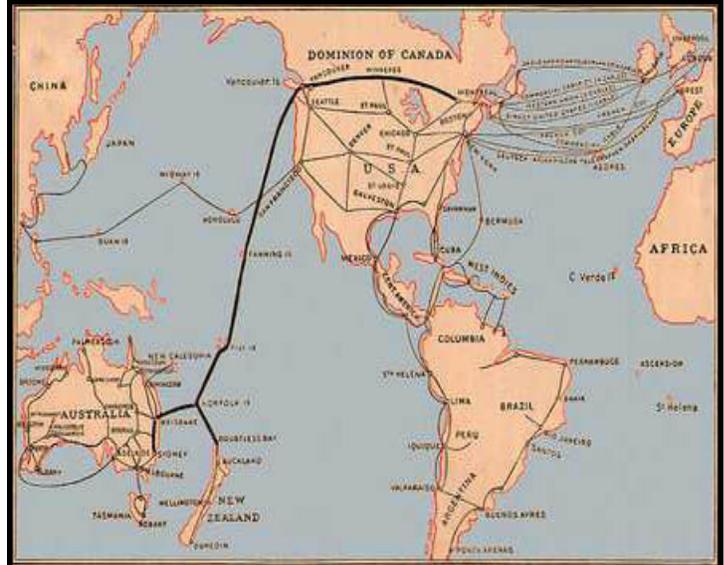
You've heard of Bamfield – the old cable station on the west coast of Vancouver Island. The spot where the new British-Australia Cable was to begin, starting in 1902 as part of Sir Sanford Fleming's idea for a telegraph system to link the Commonwealth. The cable was to go all the way to Fanning Island (about 900 miles south of Hawaii), then to Fiji and on to Norfolk Island. From there, the cable split, one line going to Australia while another line went to New Zealand.

The Bamfield cable was connected by the CPR telegraph system to Montreal, and then to London via the trans-Atlantic cable through Ireland.

The stretch from Bamfield to Fanning Island was nearly 3500 nautical miles, and no cable ship existed that could carry that amount of line. So, the **CABLE SHIP COLONIA** was built for the job. 487 feet long, 7800 tons, this ship could carry and lay the miles of uninterrupted cable needed to reach Fanning Island. You're probably wondering why the cable didn't take the much shorter route to Hawaii, which is only a little over 2,500 miles, before going on to the South Pacific. Well, in those days it just wouldn't do for this new communications system to cross anything but British holdings – in fact the tiny, uninhabited atoll of Tabuaeran or Fanning Island was formally annexed in 1888, specifically to provide the needed "dot in the ocean" for an all-England route.

The upstart Americans couldn't be trusted, since they had annexed the Polynesian Kingdom of Hawaii in 1898 after a little tinkering with local politics. They supported a group of local Hawaiian and American businessmen, who overthrew King

Kalakaua and promised to bring in democratic reforms in return for US trade and military support. The Kingdom had considered itself loosely aligned as a British protectorate since the 1778 visit of James Cook, but no formal agreement existed. The new revolutionary government wasn't very popular with the Hawaiian population, which was strongly loyal to their own King and country. Not



surprisingly, the whole thing turned into a political mess and the Americans were "forced" to take over (does any of this sound familiar?).

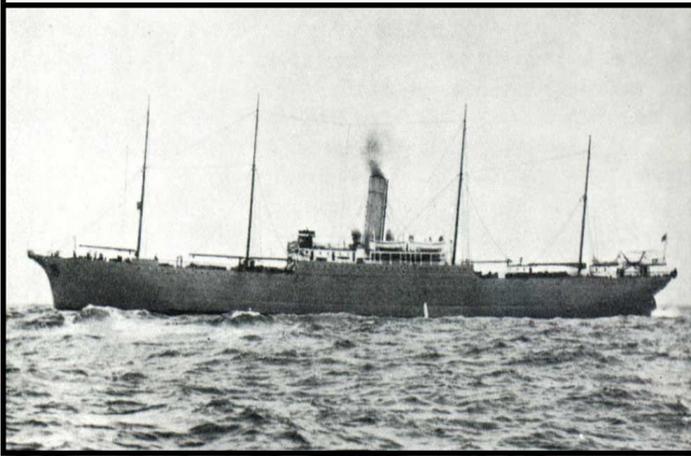
Bamfield cable station continued in use until 1959, when a new station was built at Port Alberni. Most of the old buildings were demolished in 1965 although the site remains the north western trailhead for the West Coast Life-Saving Trail, built in 1907.

But the most interesting part of this story is that Bamfield wasn't first in the trans-Pacific cable sweepstakes. Not by a long shot.

Way back in 1865, the Collins Overland Telegraph line, also known as the Russian-American line, began construction, linking New Westminster with the Western Union telegraph system in the United States. Perry MacDonough Collins, a part owner of Western Union, saw the need for a communications link through Russia to Europe, and planned to build north from San Francisco across BC and Alaska, then across the Bering Straits.

At the time, British interests were attempting to lay a cable across the Atlantic, but were finding the going very difficult due to the great depths of the mid-Atlantic. Collins' idea would avoid deep water and keep the line on dry land, where mainte-

Continued on page 5





nance should be easier even though the distances were stupendous. The Russians were already on board – they had committed to build 7,000 miles of line from the Bering Straits to their western borders.

From New Westminster, the Collins line would go to Yale, and then alongside the new Cariboo Wagon Road to Quesnel. From there it would head northwest through Burns Lake and Telegraph Creek before crossing into the Russian Territory of Alaska and on to the Bering Strait. Work continued through 1866 and '67 to clear the right of way, erect a line and build line-men's cabins, until word of the British success at laying an Atlantic cable made a Russian connection obsolete. The project was abandoned and left to decay in the wilderness. One thing the Collins line did help to achieve was the Russian sale of Alaska for the princely (czarly?) sum of \$7.2 million, or about 2 cents an acre. The purchase soon came to be known as Seward's Folly, after the Secretary of State who championed the deal, William Seward. Public opinion in the States was generally negative, although New York newspapers were quick to point out that Britain was now surrounded in North America and would soon have to quit the field and cede Canada to the US.

Strangely enough, the Americans left Alaska to its

own devices and a sort of frontier anarchy soon prevailed – things got so bad that in 1879 a group of citizens from Sitka sent a petition to the Captain of an Esquimalt-based man of war, asking for protection from savage Indians and unruly whites.

Just to make it all even more interesting, the Russians were a bit vague about just where the fence posts were, leaving the new owners to set their own boundaries. This led to a dispute with Canada that was resolved in the American's favour in 1903 after Teddy Roosevelt threatened to send in the Marines.

No doubt Prime Minister Wilfrid Laurier had heard what happened to King Kalakaua just a few years ago!

Bibliography

Pioneer Legacy, Norma V. Bennett, Dr. R.E.M. Lee
Hospital Foundation, 1997
Wikipedia online encyclopedia
University of Alaska, online archives
New York Times, online archives

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[VMSS receives a stipend that helps to pay for our club equipment]



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 subject line: "PhotoContest Entry"
3. Model ships and related topics only, please. **Limit of 3 entries** per person.
4. **Deadline November 15th, 2008.**
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 2009. **Questions:** email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!



(Continued from page 4)

making a streak through the water as if a mini comet or meteor had lost its celestial way. "Wow!" it went, plus "Ain't that something?" and the unavoidable "Coooooool". But there were many things the suitably impressed audiences did not see. For instance: high-speed crashes into the pond's concrete perimeter busted two or more different designs of warhead-protected "off" switches; pressure hull leaks caused by the "on" switch's stem, causing cracks in the WTC's plexi under sudden deceleration, *i.e.* inertia. Following runs of mere minutes, it took hours of repair work. But worse still, no matter how we tried to adjust the MK-1s' fins, they would not run straight—not even the skittish steerable one: the motor and screw torque were the culprits. Also, access to the battery packs could be made easier.

So, during every outing with the MK-1s, with either one or other of them running its own path and smacking themselves silly, the plans for a next generation (MK-2s) were moving from back-to front-burner very quickly. Then, suddenly and explosively, all plans were rudely brought to a head. Here's what happened.

After running the one still operational MK-1 on a Tuesday, I brought it home together with other equipment, and put it on our deck room table. I'd forgotten about it until Thursday when my friend dropped in for a brew. We sat in the deck room, torpedoes in front of us, when he said, "Say! I wonder if there's any juice left in her?" I lifted the torpedo to our eyes' level, armed it (which required pulling the warhead forward by about 1/8") and she blew up in my face. The acrylic pressure hull tube had shattered to bits.

Fortunately the outer hull had saved us from shrapnel damage to our eyes or faces. And you know, in the fraction of a second before the explosion, I'd felt the MK-1 expand in my hand.

Diagnosis: a spark from the motor had ignited the accumulated gas from the battery pack's discharge. It was my fault because **Len Gibbs** had built in a vent to avoid just that, but I didn't know about it. End of story; end of MK-1s.

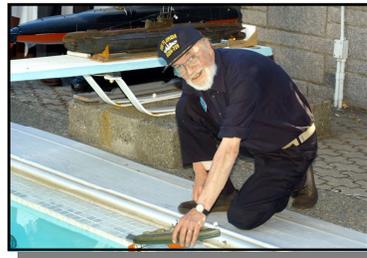
Planning the MK-2s

After two years' experience with the MK-1s, and given wide access to ideas and advice (mainly from **Messrs. Gibbs and Sharpe**) I drew up specs with the following six requirements:

- A. Lower vulnerability to impact damage
- B. Fewer pressure-hull penetrations
- C. Straight-line runs from release to "target"
- D. Ready access to battery jacks
- E. Easier hook up of torpedoes to boat
- F. Ease of maintenance and service.

Some of the wish-list items didn't (on paper) look too daunting. And, perhaps, weren't. Still it did take time to work out the details and solutions, to be covered in next month's Part II.

Romanus Unicum



Mark Giles describes his construction secrets to VMSS club members. It is to be an aircraft carrier?

Photo by Bill Sturrock



August Sailing Currents

July wraps up with another good sailing day at Beaver Lake and then a group of us over to Saltspring for an IOM sailing day.

With the weather as nice as it has been we have been sharing the lake with a lot of swimmers. We have mostly been able to set the marks far out enough to stay away from the swimmers so it has been pretty good sailing.

The IOM event had about half the boats coming from VMSS including President **Dave Taylor, Jan Schmidt, David Cook** and myself. Most of the day was spent in pretty decent winds and the weeds weren't too much of an issue for most of us.

At the club meeting this month I am supposed to talk about tuning sailboats. If you talk to a bunch of sailors you generally find that there are that many different ways to do a sail tuning. So what you are going to get is one Prairie boy's version of how it should be done. I also intend to talk briefly about some of the radio things we talked about last month. As the meeting wrapped up I think I saw some glazed over eyes and did get a few more questions. I think I can clear up a bit about exponential so that more of us can utilize the features of our radios.

A year or so ago we had a one day session with about a half dozen members that we called **The Monster Garage**. I'm going to use that material as the starting point for the discussion but I'll try to edit it down to a half our or so. Maybe even some handouts!!!

See you all soon either at a Club meeting or on the water.

-Barry



A MERE OPINION

VOLTAIRE must have had it right with this observation: "Common sense is not so common". Hence, many Western World governments have to lesser and greater degrees 'thunk' up ever fattening tomes of laws, rules and regulations to protect ourselves against ourselves.

What decided me to put down these long-yeasting thoughts was a recent CBC radio program discussing the licensing of [pleasure] boat drivers in our water—to take effect January 1, 2009.

Basically (albeit reluctantly) I applaud such legislation. What I witnessed sailing the Gulf Islands years ago was fascinatingly hair raising. So, okay, it's going to absorb administrative time, desk space, wages and general overhead. But so what? I'm sure that regulating and enforcing sports fishing costs a ton—a cost to which I personally don't add.

Sailing I quit on account of bursitis; on fishing I tossed in my towel with the minimum size edicts (which led to enriched and easier mealtimes for seals and their ilk).

So what comes next? What has been overlooked? Answer: our R/C hobby.

I know that some rarely policed regulations pertain to aerial vs. surface use of our TX's and TR's, but gee whiz, we're temptingly un-interfered with by Big Brother. Further, we can sail HMYP unfettered. No imposed rules of the road/water to make us feel protected. Will that last? I somehow doubt it. Surely, though, it would be ever so discriminatory to license our electronics and *modus operandi*, before hard looks are taken at bicyclists and (more urgently) pedestrians. Never mind jaywalkers—just go after the obstructionists who exercise their RIGHTS, adding copiously to atmospheric pollution by willy-nilly forcing motorists to stop and go again when just one or perhaps as many as two cars can be inconvenienced. "Licensed Pedestrian" lapel buttons could be worn with pride. One I forgot: smoking. I'd have butted out long ago if Dr. Whatshisface hadn't butted in.

Romain L. Klaasen

[Please send replies/comments to VMSS@shaw.ca]



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