



The Binnacle

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

MERRY CHRISTMAS AND HAPPY NEW YEAR



Maple Bay in Fall Splendour. Photo by Bill Sturrock

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

January 6	Sailing	Beaver Lake
January 31 ?	West Shore Mall	Langford



MEETINGS: Second Thursday 7:15-9:15
 313 Brunswick Place
 Next is January 10th, 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 December 20th!



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



From the Bridge

Well here we are, the last of my mandatory musing; I didn't think that I would see the end of them, but **Dave Taylor**

came on board and saved me. Thanks Dave.

You will still be hearing from me at every meeting, I intend to show at each meeting a set of plans that would be nice to build. I will show you some techniques of how to use a scribe; a lot of you don't use one by the looks of some of your stands, all it takes is to see how a tool is used and then all the clouds will roll away. We are still running hydro's at Langford Lake, but that will change shortly when freeze up comes; it will give us time to make repairs and new boats.

The new president will need more help than ever, because Dave still has to work for a living and when he says that he wants to have something done it would please me to see some of the seat warmers stand up and say: "let me do that."

Our new calendar is ready, but this year we have produced only 25 so get your money in real quick, we could go back and order more if we need.

Rob Ross is building a new tug, and true to past practice it will be huge: 45 inches; I will take a mould and build one myself. There is some thought that we could have an 8 foot scow that we could ride in and do a navigation course while afloat; I think that could be fun. There are a number of tugs that are in the club that could handle that task quite nicely; **Ron Burchett** is interested; It would be a good club exercise. More on this later.

Have a Merry Christmas and a Happy New year ,and thanks for the help in the past two years.

Have fun at our annual get together.

Dave Denton



HEADS UP CREW!
BARGAIN AHEAD:
2008 ANNUAL DUES DUE NOW!

Victoria Model Shipbuilding Society

General Meeting – 08 November 2007

Call to order: 7:15 with 26 members and 1 guest in attendance

1. The treasurer reported that finances are satisfactory.
2. The Power Cup or Harrison Run last week was successful. There were 14 entries with 3 retirements due to fuel exhaustion. **Ken Lockley** will form a sub committee to determine if this event needs to be changed.
3. **Bill Sturrock** reported that he needs photos for the calendar and photo contest. Deadline is November 15.
4. Elections: **Romaine Klaasen** officiated at the Annual Election of Officers, with the following results:
 - President – unfilled
 - Vice President – **Dave Taylor** elected
 - Secretary – **Scott Mumford** acclaimed
 - Treasurer – **Mike Creasy** acclaimed
 - Director at Large – **Barry Fox** acclaimed

The following members have volunteered to stand for appointment to executive by the elected directors:

- **Bob Rainsford** – Quartermaster
- **Bill Andrews** – Show Coordinator
- **Bill Sturrock** – Binnacle Editor
- **Ernest Reid** – Public Relations
- **Barry Fox** – Sail and CRD Liaison
- **Dave Denton** – Librarian and City Parks Liaison

Adjournment 7:45

The rest of the evening was a show and tell and a five minute slide show of the Championship One Metre Racing Series VMSS hosted in September.

Respectfully Submitted **Ron Hillsden**
Secretary

2007 Executive Committee

<i>President:</i>	Dave Denton	478-1800
<i>Vice-Pres:</i>	David Taylor	652-6480
<i>Secretary:</i>	Ron Hillsden	479-5760
<i>Treasurer:</i>	Tom Pound	595-6487
<i>Show Coordinator:</i>	B. Andrews	479-2761
<i>CRD Liaison:</i>	Ken Lockley	477-5830
	Barry Fox	294-0350
<i>Parks Liaison:</i>	Dave Denton	478-1800
<i>Binnacle Editor:</i>	Bill Sturrock	479-0239
<i>Quartermaster:</i>	Bob Rainsford	383-2256
<i>Librarian:</i>	Rick Rainsford	382-0898
<i>Sailing Director:</i>	Barry Fox	294-0350
<i>Director at Large:</i>	Ken Scotten	472-6187
<i>Director at Large:</i>	Ernest Reid	652-8579
<i>Publicity:</i>	Dave Denton	478-1800

Contributions to the Binnacle are welcomed. Deadline for submissions: Thursday before the monthly meeting. Editor.



WATCH MYSTERY

One day our Tim Horton's coffee group were discussing different submarines. One of our members, **Joan Williamson**, was telling us that her dad served on a submarine named "CCII" in the First World War. It was startling that this topic came up as Mike Creasy had just written a short story about "CCI" and "CCII" in our monthly binnacle. Joan said she had a watch that her dad wore when he was on board the Submarine "CCII" at the dock in Halifax during the 1917 explosion which destroyed much of the city.

At a later date, while cruising off the eastern United States, the CCII hit a fresh water pocket causing it to lodge on a mud bank where it remained sunk for 56 hours. During this time they tried many efforts to free themselves including letting the air out from the air tanks in a form of jet propulsion, hoping to free the submarine from the mud.

Finally a change of tide rocked the submarine in such a manner that they became free. By this time the men on board were suffering from lack of oxygen and just crawling about with wet rags over their mouths.

The Captain insisted they remain underwater for a period of time as they adjusted to the pressure changes. Thus avoiding the bends.

The submarine subsequently put into Newport News naval station for repairs and medical treatment. The watch was worn all through these events.

Her dad retired from the RCN in the late 1950's as a Commander (E). His name was J. 'Percy' Scoble.

Bill Andrews.



Old Wood & Rusty Iron – by Mike Creasy

Silent Night

Happy stories abound at this time of year, so I thought that a few more chilling tales from local waters might be appropriate.

Christmas can be a very special time for sailors. The sea can be a cathedral for the mind, silent as an empty church, louder than a pipe organ. Stark black and white or full palette.... the potential, ever-present danger gives intensity to the senses, and sometimes a feeling of being closer to a greater power.

Christmas today is often a two month season of commercialized narcissism, leaving many of us wondering where the good parts went. They're still there, in places like children's hospitals and church halls, and in homes and other places – once you peel away the layers of designer labels and trendy brand names. That's my humbug rant.

Now, as we get ready for the turkey and presents, let me ask you to think about a less distant time and imagine how it was, not so long ago.....

On December 22, 1860, the bark *Nanette* was 175 days out of London for Victoria. She sighted Race Rocks at 8:30pm, in a growing fog and darkness. At midnight, she dropped anchor and sent a boat to confirm their position. Early in the morning she attempted to go through Race Passage, but those tidal currents set ashore and by 5 am, she was nearly awash. *HMS Grappler* came out from Esquimalt and rescued the crew, but the valuable cargo of Hudson Bay Co trade goods was still aboard. Christmas came a day early for anyone possessed of a small boat, and much of the cargo soon disappeared.

In 1880 the lumber ship *Glen Fruin* set out from Australia for Portland, Oregon. The trip was a bad one, and the ship arrived off Barkley Sound – with pumps going hard – on December 8. The Captain decided that there was no future for the old ship and ordered the 12 man crew to the boats. They spent a week on a small island until the storm blew out, then rowed around to Cape Beale where they spent another week with the lightkeeper. They were eventually picked up by a passing schooner, arriving in Victoria on New Year's Day.

The big bark *William Tell* sailed from Simonstown on August 15, 1895 bound for Puget Sound. On December 13, landfall was made near Nootka Sound, and the ship turned to enter Juan de Fuca. By December 16, she had worked up the Strait to Dungeness light, but by December 19, she had drifted west in light winds to the area of Race Rocks. The *William Tell* continued to fight her way east in worsening weather, but at 6am on December 23 a violent southeast gale pushed her onto the rocks at Port San Juan. All aboard made it ashore, where they were rescued on Christmas Day.

In August 1905, the sailing ship *King David* departed Mexico for Victoria. She arrived off Nootka Sound on

December 10. In thick weather (and with outdated charts) Captain Davidson thought the Clayoquot Light was Cape Beale. The ship was soon driven on a lee shore, and the crew took to the boats. On the desolate shore – before the West Coast Trail was built – they found little shelter. On December 23, Mate A. Wallstrom and seven men set out for Victoria in one of the boats..... they were never seen again. The remaining 18 men nearly starved before a passing ship noticed their signal fire on January 14 and made the rescue.

On Christmas Eve 1905 the four-masted ship *Pass of Melfort* with a 35 man crew drove ashore near Ucluelet. There were no survivors.

Christmas Eve wasn't good for the 72 foot wooden tug *Tyee*. She departed Victoria for Port Angeles at 8 am, and set out the same afternoon for the return journey. As she made the crossing, a strong southeaster blew up, forcing Captain John Andersen to run for shelter at Pedder Bay. It didn't help. She was overpowered by waves and currents off Race Rocks and sank. Only two of her six man crew survived.

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Title: Unidentified sailing ship.

This small sampling of Christmas stories should serve to make us all a little more aware of the hardships that went into building this Province. Many of these people were accustomed to boiled horse and hard tack as the daily fare, and for whom days off only happened when you were too old to work.

Bibliography

Shipwrecks of British Columbia, Fred Rogers, Douglas & MacIntyre, 1973

More Shipwrecks of British Columbia, Fred Rogers, Douglas & MacIntyre, 1992



THE SUB SUBJECT

YES. THE BEAT GOES ON. THREE MORE KIT builders are to be covered, and “The Sub Subject” calls it a year. Must add, though, that I have more “names” on hand, but lack sufficient details to do more than a tabulation.

PART II**SMALL WORLD MODELS** (San Diego, California, USA)

Four diverse, handy-sized models.

USN SS-581 Blueback. 27.375”	\$749
USSR Kilo. 29.25”	\$789
JMSDF Oyashio. 33.5” (See August, ‘07 Binnacle)	\$809
RN Trenchant. 35”	\$849

Based on what I now know about Scott Munford’s Oyashio kit, I’m very tempted to order SWM’s Blueback. Blueback, by the way, is on display in Portland, Oregon, on the Willamette River. She was the last diesel-electric to be decommissioned by the USN.

SUBTECH (A.K.A. Mike’s Subworks *www.mikessubworks.com*, in the U.K. Somerton, TA11 6Hz

USN Bluefish (sister to Blueback & Bonefish) 33”	\$185
USSR Akula (by Dumas) 33”	\$119, \$269, \$415
DKM Type VII/B (could be by Robbe) 44”	\$435
USN USS569 Albacore 40”	\$410, \$499, \$669
USN USS Marlin 45”	\$445, \$535, \$669

The three given prices for Akula, Albacore and Marlin represent “Basic Kit”, “Basic Package” and “Deluxe Package.”

A former V.M.S.S. member with the RCN and transferred to Ottawa ran an Albacore at HMYP. Very happy, but changed the scre toward better speed. Albacore features a pump ballast system, and auxiliary SubSafe-operated gas system. Her hull is of Vacuformed styrene.

SUBMARINE WORKS (Fort Wayne, Indiana, USA)

This outfit seems keen on “going with the times.” Both of their offerings are either recent or current prototypes. Most all likely looking at hulls, sails and extensions only.

USN-N21 Seawolf. (54”?)	\$600
USN SSN Virginia. (Class under construction) 47”	\$750

The Virginia Class, of which some 20 are scheduled to be built is the successor to the Los Angeles Class—most of which are still in service, albeit some adapted to specific roles/uses. The Seawolf Class was cut short after three launchings, because cost got out of hand. The recently launched Jimm carter was the third and last one. Whil on the ways at Electri Boat, the hull was cut and lengthened by 100 feet toward her use for cloak ‘n’ dagger operations by the USN’s SEALS.

[Ed’s note: see: <http://shop.navyseals.com/?SSAID=242053> for cool SEAL stuff]

OTHER NAMES

- 32 Parallel, Pismo Beach, California, USA
- Arkmodel offers the Chinese Romeo and Dragon Shark
- Copeland Models, Los Angeles, California, USA
- D&E Miniatures sells a USN Skipjack and WTC’s with

Ballast. The WTC’s come in two diameters: 3.00” and 3.5”

- deBoer Hulls out of Colorado builds ‘em big: 1:48-scale
 - Graupner (Germany) lists a Mini-Shark and U-16
 - International Ocean Research. A USSR Alfa
 - Nikko. A Seawolf for US\$180
 - Revell. Lists a 1:72-scale TYPE VII/C and a USN Gato for \$75 a pop
 - Thunder Tiger brings up the rear with a \$570 Nepture SB
- If interested, fuller research must be conducted.

GENERAL COMMENTS

As experienced with my Ohio-Class “Boomer” from the UK., mail ordering a kit or other merchandise is bit of a crap shoot. A number of suppliers sell kits made by others, and those “others” are predominantly small, borderline glorified hobbyists. As a result, time spans between placing the order, shipment and receipt can be lengthy. Six weeks to several months is not uncommon. On the other side, dealing with Engel, Dumas or Robbe and a few others can be a pleasant and value-for-money experience. Further, those stand behind their product, which John Deere adamantly declined to do for purchasers of his manure spreaders.

Then there is the rub of quoted price vs. ultimate end cost.

Shipping and handling are most often extra, and orders from the USA go through Canada Customs who slap on GST. Not so England, though, and I don’t know if shipments from continental Europe are GST’d or not, but don’t believe they are.

Also, try to get a CLEAR picture of what the kit includes, and what all you will still have to buy before launch time. An example: Scott Munford’s Small World Models Oyashio (US\$809) ended up at close to \$1,100 and Scott had an idle TX on hand.

I suppose that a lack of permanent, in=house workshop space and equipment, or skill, patience and spare time can make one decide to go the kit route. Something somewhat similar to ordering home-delivered pizza or a bucket of KFC. But all the while, I’m still thinking of a SWM Blueback for my fleet.

Next month/year, “The Sub Subject” will highlight the locally available plans (from Greg Sharpe’s Deepsea Designs) for a WTC-pressure hull and attachable-detachable ballast tank. ‘Til then:

MERRY CHRISTMAS

HAPPY NEW YEAR 2008

Romanus Unicum

December Sailing

The end of the year is close by and as you read this we will have one more day left to get out boats wet.

Our previous sail this December was wet, and quite cold. It started with kind of swirling winds but eventually settled in a bit and 2 of us had a nice sail. The only problem is that we didn't pay attention to our finger tips and stayed a bit too long. A learning situation that we may likely forget in the middle of the next time we go sailing.

Coming up will be the 2nd annual All Island Sailing Series which will kick off with an event at Beaver Lake at the end of January. I will, once again, be looking for a few people to help operate the event so think about volunteering when I make the formal request. I think of these events as a chance to help train race officials as much as provide us with some good sailing competitions so if you would like to get involved on that side of competitive sailing come on in and we'll see what we can do to help you get up to speed.

That series will be at least 4 events long again this year and I hope to put the wraps on a 5th event within the next days. Next year is shaping up to be another good year for the competitive sailors and with the new markers and other events such as the Powell Cup there will be lots of good chances to get out and sail your boats.

At the beginning of the year we had a session where tuning information was shared as well as some preparation hints and just a general all around good discussion session. We have all sailed for another year and hopefully learned a bit more (I found a few new things) so maybe a second annual one of those sessions

will be a good idea as well. Any takers? Let me know if you are interested and I'll see about setting it up.

But the summary is that we have had a great year with sailing not only gaining numbers and activity right here in our own club but also gaining ground all over the Vancouver Island region to the point where we probably have the second biggest IOM concentration in Canada.

Next year may level off a bit in growth but we hope to keep activity at least at the level we saw this year. Thanks to everyone who helped organize our events, sailed at them or helped someone keep their boat sailing. All those things make sailing enjoyable and fun.

See you on the water again soon.

-Barry Fox



Photo taken from Doug and Rosemary's private yacht!

The Ships are coming!!!

The **Victoria Tall Ships Society** has successfully negotiated with the American Sail Training Association (ASTA) for the return of the Tall Ships @ Challenge Race. The Victoria festival is scheduled for June 26 – 29, 2008 and will coincide with the 150th anniversary of the establishment of the Crown Colony of British Columbia; a fitting addition to a year that will be rich in history and special events.

Victoria will be the only Canadian port where you can experience the full compliment of Tall Ships @ participating in the 2008 .

<http://www.tallshipsvictoria.ca/>

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Christmas Comes to Harrison Yacht Pond

On the first day of Christmas my true love gave to me a partridge in a pear tree. Well thanks, sweetie! The partridge was bit tough but the pear wood will make nice decking for the next boat project.

On the second day of Christmas my true love sent to me two turtle doves and a partridge in a pear tree. The turtle doves took off as soon as the box was opened, but I put the partridge on the barby this time – it was a little better. Sure hope the doves don't poop on the sidewalk.

On the third day of Christmas my true love sent to me three French hens, two turtle doves and a partridge in a pear tree. I'm getting the hang of cooking partridge, but the French hens got away with the turtle doves. Man, they're fast.

On the fourth day of Christmas my true love sent to me four calling birds, three French hens, two turtle doves and a partridge in a pear tree. These calling birds can sure make a racket! Got the partridge on the rotisserie this time, but the rest of the birds got away again. Some concern about the increasing bird population around the pond.

On the fifth day of Christmas my true love sent to me five gold rings, three French hens, two turtle doves and a partridge in a pear tree. Isn't that nice! I should paint the kitchen more often.....

On the sixth day of Christmas my true love sent to me six geese a laying, five gold rings, three French hens, two turtle doves and a partridge in a pear tree. More rings are great, but we don't need any more geese around here, especially pregnant ones! The partridge was ok, but maybe we could just go with hamburgers tomorrow? And the FedEx guy is starting to get a little ticked about having all those birds in his truck.

On the seventh day of Christmas my true love sent to me seven swans a swimming, six geese a laying, five gold rings, three French hens, two turtle doves and a partridge in a pear tree. These swans are BIG! And if you think a goose can repave the sidewalk in no time, wait 'til you see these manure generators.

On the eighth day of Christmas my true love sent to me eight maids a milking, seven swans a swimming, six geese a laying, five gold rings, three French hens, two turtle doves and a partridge in a pear tree. The maids are kinda cute, but they brought their cows along!!! Forget the swans, these cows must have diarrhea. And they make this mooing sound while they unload so there's no chance you'll miss the event. We're gonna need bigger shovels..... Oh, and FedEx called – they're sending us a bill for cleaning up their truck.

On the ninth day of Christmas my true love sent to me nine ladies dancing, eight maids a milking, seven swans a swimming, six geese a laying, five gold rings, three French hens, two turtle doves and a partridge in a pear tree. Am I ever glad I took ballroom dancing lessons!!! But nine of them?? – better call that guy from Riverdance.

On the tenth day of Christmas my true love sent to me ten lords a leaping, nine ladies dancing, eight maids a milking, seven swans a swimming, six geese a laying, five gold rings, three French hens, two turtle doves and a partridge in a pear tree. Thanks hon, but guys in tights don't do anything for me.... I really hope these fellows prefer each other's company over the dancing ladies and milkmaids, if you get my drift. Last thing we need around here is a bunch of baby strollers to trip over. Maybe they can help shovel the sidewalks??

On the eleventh day of Christmas my true love sent to me eleven pipers piping, ten lords a leaping, nine ladies dancing, eight maids a milking, seven swans a swimming, six geese a laying, five gold rings, three French hens, two turtle doves and a partridge in a pear tree. Now this is good – the seagulls were gone as soon as the first over-inflated sheep's gut made a sound. Might get the campers out of the bushes, too! FedEx wants us to pay for the driver's hearing aid.... Sorry, pal.

On the twelfth day of Christmas my true love sent to me twelve drummers drumming, eleven pipers piping, ten lords a leaping, nine ladies dancing, eight maids a milking, seven swans a swimming, six geese a laying, five gold rings, three French hens, two turtle doves and a partridge in a pear tree. Well, it had to happen. City Parks wants us to install toilets next to our table because there's so many people hanging 'round. We're being fined for producing milk without approval from the Milk Board, and Immigration has scheduled a refugee hearing for the French hens. Two of our members are down with food poisoning from the barbeque sauce, FedEx is really unhappy and the James Bay Residents Association has complained about the pipe band. The next lord that passes overhead while I'm up to my knees in partridge/turtle dove/French hen/calling bird/goose/swan/cow manure is going to get a shot from my home made Taser – then we'll see some leaping!

The worst part is that I'm going to have to smile and say how much I liked my present this year, just like the socks I got last year!!!!

The new President can deal with this mess.... I'm going dancing with the ladies!

**Merry Christmas
Mike Creasy**



VMSS MODEL BOAT PHOTOGRAPHY CONTEST

THE WINNER IS *BILL ANDREWS*

See your VMSS CALENDAR 2008 on SALE NOW!



POWER CUP DAY by Ken and Lois Lockley

Photos by Mike Woodley

E-mail Confirmation

I am requesting that any member with an email address please email the club, (vmss@shaw.ca), with your name in the subject box. Ron Hillsden has passed the club website & email off to me and to insure that I have the most up to date records I am requesting this action. This will help keep everyone informed regarding meeting reminders, upcoming events and other important notices about your club.

Thank you. Scott Munford

HISTORY OF THE HARRISON YACHT POND IMPROVEMENT COMMITTEE

In August, 2005 the VMSS executive created the Harrison Yacht Pond Improvement Committee.

Dave Denton, Ken Lockley, Ron Hillsden and Mike Woodley compiled a list of requests which was submitted to the City Parks Department in November of that year.

Here is a summary of the results:

All of the following were DENIED by the city:

1. Clean sidewalk by preventing the birds from getting so easily to the sidewalk and grass.
2. Clean water by cutting down the willow tree and pruning the overhanging maples in the SE corner.
3. Clean water by lessening the amount of bird feathers on the surface.
4. Install four boat tables - two at the west end and two at the east end.
5. Parking lot for boat operators only at the west end of the pond.
6. Boat loading zone so cars could back right up to the edge of the pond.
7. Excavated boat launch section of the sidewalk so boats could be launched at mid-thigh level.
8. Electrical connection so batteries could be recharged and electrical tools operated to work on boats.
9. Large sign clearly visible from Dallas Road stating: HARRISON YACHT POND - HOLLAND POINT PARK
10. Interpretive sign board giving the history, flora and fauna of Holland Point Park.
11. A garbage can beside the three benches in the "VMSS" corner.

This is what the city has done over the past two years:

1. Provided 200' of hose so the VMSS could wash the sidewalk.
2. Removed the bushes at the west end.
3. Installed one Handicapped parking space.
4. Installed one 15 minute loading zone space.
5. Painted lines to create 4 parking spaces to the east of the Park access road.
6. Corrected the date on the rock from 1953 to 1956.
7. Allowed the VMSS to design, build and pay for one boat table.
8. Installed one small storage box.
9. Put in the path from the Dallas Road sidewalk to the pond sidewalk.
10. Installed a drinking fountain.
11. Installed a bike rack.
12. Removed the garbage can beside the parking bay.
13. Installed a garbage can beside the access road (further away from the pond than the one they removed).
14. Installed 3 benches on the north side.
15. Planted three 8' high trees at the west end.
16. Embedded six 12" diameter cement pads filled with coloured stones around the centre 8' tree.
17. Planted seven seedlings at the west end.
18. Planted two trees near the Dallas Road sidewalk above the willow tree.
19. Cut down one huge chestnut tree on the boulevard.

Mike Woodley



Photos by Mike Woodley

