



The Binnacle

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

2008 BOATERS RESOLUTIONS

A New Year's resolution is something that goes in one Year and out the other...Ron H.

Race hard or go home...Dave D.

I resolve to complete my 12' long barge in time for the Battle of the Atlantic Memorial Regatta on Sunday, May 4, 2008...Mike W.

I will get out on the water more this year...Ron H.

I will learn to drive a tug this year...Bill S.

[I will] build a proper workshop from the ground up in Karen's backyard...Ron A.

(Continued on page 8)



From the Bridge

Happy New Year Shipmates

Well, here we are in 2008 and my first go at the article from the bridge. It

would seem that my attempts at not being President have failed miserably with the lack of volunteers from the club members to step up to the plate. This seems to be a problem with many such organisations these days in the "lets sit back and let the few do the work whilst we coast along." attitude.

Due to my work commitments I will be looking for help from ALL members in running the club and not just the already hard working committee. I would hope that when we ask for assistance to run, man and set-up events I will see a sea of willing volunteers. If we do not, then we as a committee would have to take this as an indication that the current events are not popular, and we would question whether the club should continue to support them.

Now that I have got that off my chest I would like to thank **Dave Denton** for all the work he has put into the club during his term as President and, although he has stepped down, will be still putting a lot into the club. He will be trying to get more use of the library and it huge depth of information by the club members. I suspect the many of the newer members, like myself, have never even looked into any of the info there or borrowed any of the drawings or books. Dave will be bringing some of this to the meetings for your consideration and information.

I would also like to thank all those that worked so hard to make the Christmas social a great success

If any of you have information that you would like me to include in this section of **The Binnacle** please either e-mail me direct, or let me know at the meeting. If you are unable to attend the meeting send it to me via Snail mail, 111-2600 Ferguson Rd, Saanichton, V8M 2C1.

Well shipmates I hope you all have a great year and I look forward to seeing you at the various events.

Dave T

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

February 1,2,3 West Shore Mall Langford



MEETINGS: Second Thursday 7:15-9:15
 313 Brunswick Place
Next is February 14th, 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 January 20th, 2008!!



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

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



Victoria Model Shipbuilding Society

General Meeting – December 13, 2007

Call to order: 7:20 pm

Present: Many members and guests, this was the Christmas social

Dave Denton gave a brief year in review, thanked all those who worked to make the Christmas Social happen and held a minute of silence for the members & friends who passed away this year.

The following awards were presented:

President's Award for Service: Barry Fox

Powell Cup: 1st Place – Bob Rainsford

2nd Place – Bill Andrews

3rd Place (tie) – Barry Fox, Ron Hillsden

Harrison Cup: 1st Place – Ken Ensor

2nd Place – Dave Denton

3rd Place – Mike Creasy

Photo Contest: Bill Andrews

Formal Meeting over, time to eat.

Respectfully Submitted
Scott Munford, Secretary

2007 Executive Committee

President:	
Vice-Pres: David Taylor	652-6480
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: Dave Denton	478-1800
Binnacle Editor: Bill Sturrock	479-0239
Quartermaster: Bob Rainsford	383-2256
Librarian: Rick Dave Denton	
Sailing Director: Barry Fox	294-0350
Director at Large: Ken Scotten	472-6187
Director at Large: Ernest Reid	652-8579
Publicity: Dave Denton	478-1800

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

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

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**

DAVE'S LOCKER

Since I'm not the president anymore, it seems I have a little more time on my hands. Thanks to a lot of people that made the annual celebration such a hit, I enjoyed myself so much, **Marion** said She could not beat the smile off my face with a 2x4.

Presently I am building a mould for 45 " tug, that **Rob Ross** built the plug for ... Its a beaut!; it should have enough power to pull the skin off a rice pudding; or **Mike Woodley** into the pond if he catches his shoelace in my tow-line .

A big thank you to **Barry Fox** for donating two sets of plans to the library. The first one is a 135' offshore tug, 3/16" to the foot. It is 25" long.

The second one is a 1/24 scale AlKhubar Tug, at 39" by 12" this thing could be a real bruiser. I think it might weigh 50 lbs. It would have lots of room for all the little trick stuff we like to equip them with.

I read in BAMB that they have developed a push screen to help clear debris from their pond , can you visualize a team of tugs working the pond harvester style ? They would have to be strong tugs ,but what a show!!!!!!!!!!!!!!

I am building another hydro, modified class, the motor is 7.9 volts DC; the juice goes through an inverter and comes out at 75 volts AC 3 phase, I don't know what that is but if you thought I was out of control before, I just may be in orbit with this one. See you on the water, **Dave Denton**.

Old Wood & Rusty Iron – by Mike Creasy *Some things never change*

Coming up to the 150th anniversary of BC joining Confederation and plenty is being written about the many differences between life then and now.

On land, we live in much fancier homes, don't have to hitch up the horses anymore to journey in to Fort Victoria, the settlement is a little bigger, we have the E&N, airplanes, space travel, global warming (change isn't always good), cell phones, etc, etc.

Lots of change on the water too - we have GPS and electronic charting, radar, VHF communications, even the new AIS system so you can follow the positions of ships and boats in real time from anywhere in the world (check it out at www.AISlive.com/).

Ships look different too. Wood is no longer the material of choice; we now have welded steel, modular construction, lightweight composites, fibreglass and epoxy. Hulls are designed for minimal resistance, equipped with active roll damping, bow and stern thrusters and strain gauges.

Gone are the bluff-bowed schooners and barkentines, the long lean clippers ships, side-wheelers and stern-wheelers, steam tugs and crimps (a civilian version of naval press-gangs).

But ships still come and go, carrying everything from coal to plasma TVs. A hundred years ago, Victoria was a busy place with ships, tugs and boats coming and going constantly. The Klondike gold rush of 1897 was just over, injecting a huge amount of money into the freight and passenger business – much of it through Victoria. The war between Russia and Japan had ended in 1905 with disastrous results for the Russian fleet in the Pacific, and Japan was now expanding her interests into the Pacific.

Armed conflicts were a regular thing in the Alaskan Pribilof Islands, full of fur seals, fish and whales. The Americans were still trying to develop an effective naval presence in the area, and Britain was focused on Asia and other parts of the Empire. British Columbia in 1908 wasn't really part of the thinking in London, or even Ottawa – it was just too far away, and full of trees and fish. Just not the thing, old boy! Victoria did make a convenient access point to Pacific, and it was on that conditional basis that BC gained support for the railway link to civilization – sorry, Confederation.

HMS ALGERINE was dispatched from the China Station and arrived in Esquimalt to carry out seal fishery patrols in the Bering Sea. No doubt she would do something to control Japanese incursions into the region for whales as well. Whales were a big part of maritime

commerce, as the steam whalers **ORION** and **ST.LAWRENCE**, working from Cachalot Station at Kyuquot Sound, took over 600 whales between them in 1908. The CPR steamer **Tees** called regularly, bringing supplies in and taking barrels of whale oil out for shipment to Europe.

Deep sea traffic was substantial, with Canadian-Australian Royal Mail Line took delivery of two new ships. The 450 foot, 8075 ton **MAKURA** and the smaller **MARAMA** would provide regular service between Victoria and the Antipodes, although the Alley Line - operating similar service with their steamers **PONDO** and **BUCENTAUR** - would cease operations due to poor returns and competition from the government subsidized NYK Line of Japan.

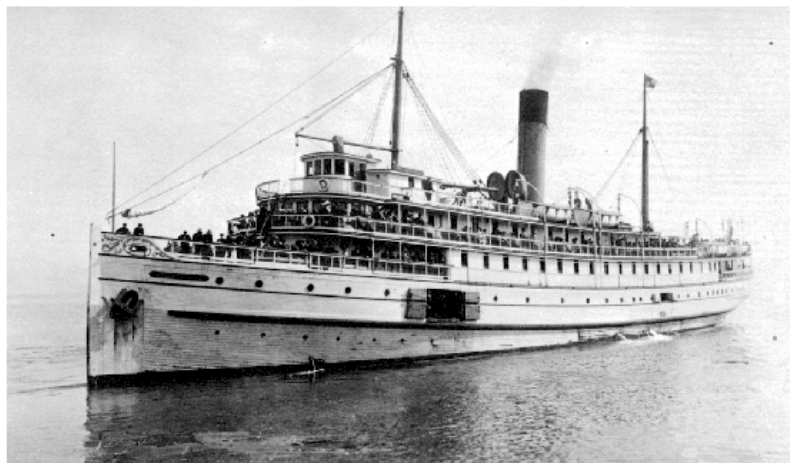
On the triangle run, CP and Puget Sound navigation Co. were competing hard for Seattle traffic. CP's **PRINCESS VICTORIA** and **PRINCESS ROYAL** held daily races with the American **IROQUOIS** and **CHIPPEWA**, with passenger fares down to 25¢. North coastal traffic was competitive, too, with Union Steamships new steamer **COWICHAN** arriving on July 31 from the builders. Not to be outdone, CP's new **PRINCESS CHARLOTTE** arrived in December, after a 58 day journey from Glasgow.

ROYAL BC MUSEUM

Courtesy of BC Archives collections - Call Number: B-01258

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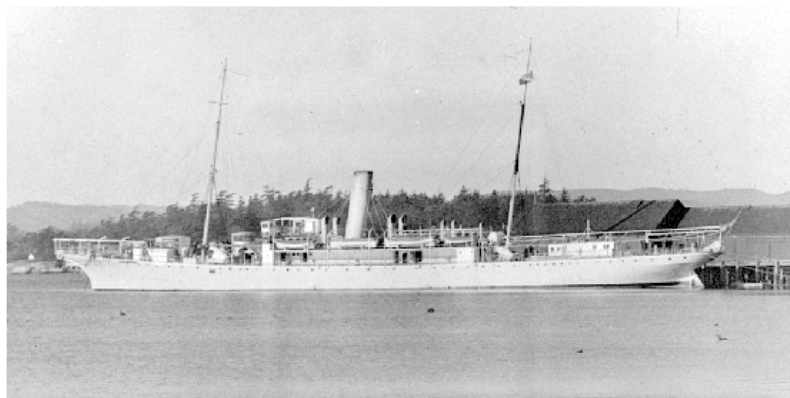
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Title: The cable ship SS Restorer.

THE SUB SUBJECT

The last two 2007 columns may have bored you to distraction, and I'll try real totally hard to make this one an easier read. Look at it this way, though: November and December were painfully compiled "reference works" that took **Ron** and **Scott** hours to compile. Save them. Blue Boxes get good enough loads, and the freebie papers/tabloids are the ticket for lighting fireplaces. Now: some background on Water Tight Cylinders (WTCs).

For anyone to claim status as inventor of the WTC is a tenuous proposition. Did Benz invent the automobile? Did the Wrights invent the airplane? Moot points, what? But, invariably, some one or more have put a beefier shoulder to the development wheel, i.e. toward progress. And here, for WTCs, I'll single out **Dave Merriman**, of the D.& E. Miniatures, in California.

Some ten years back, Dave got into building and marketing 3.00" and 3.50" diameter WTCs with integrated ballast tanks. The aim was to enable model subbers to get just one of these money savers, and slip 'em out of one sub and into another in a matter of minutes. No doubt some champs achieved just that: undo the Velcro straps, disconnect linkages, leads and sundry umbilicals, and then reverse the transfer procedure. But that's just a start.

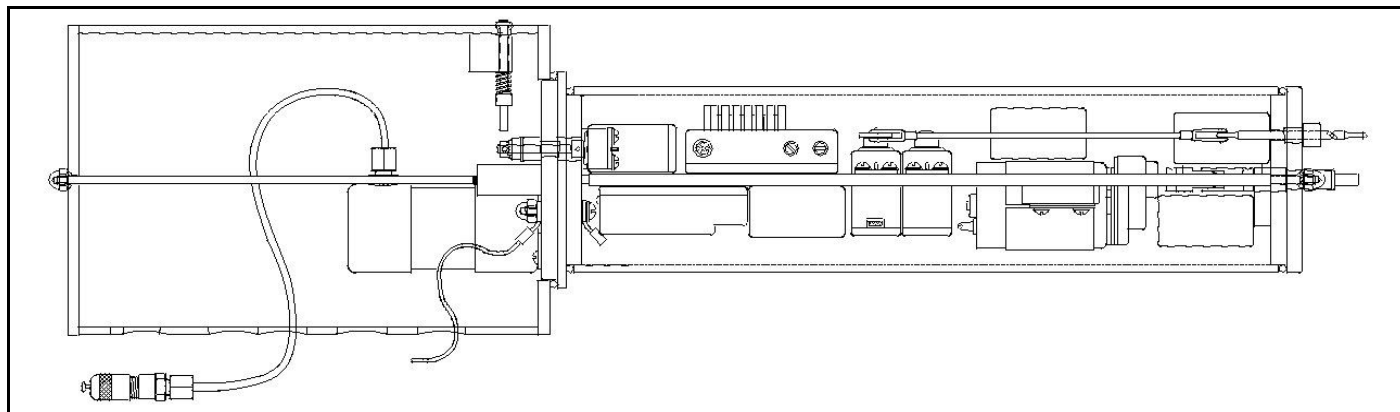
Time and again, in the Sub Subject column, the finer points of trimming sub models have been expounded upon. Ballast and flotation. Above-the-waterline weight and all that. Bottom line: unless a modeler's fleet is an array of clones, each model will need to have a tailor-configured pressure hull, and a custom-calibrated ballast tank.

My local buddy, **Greg Sharpe** of Deepsea Designs, realized all of this years back. Much as he is a greater disciples of WTCs than I am, he saw both the advantages and problems. Greg, wearing his thinking cap 24/7 came up with a quasi universal design in which the WTC and ballast tank unit does become readily adaptable to all but the most exotic (in size and/or design) models. The key feature being that, while the WTC itself stays unaltered and transferable by the following the mentioned manipulations, the Deep Seas Design job allows for the ballast tank (housing detachable from the WTC part) to be changed in size/volume.

No doubt some big-time modelers will have more than one sub that may operate well with the (approximate) same qualities of ballast on the one hand, and foam on the other (say all 1:96-scalers of modern USN, USSR/Russian, RN or French nukes) but the added flexibility broadens the scope and functionally that, otherwise, can cross only so many borders.

WTC & BALLAST TANK PROFILE

The illustration is quite small, but it should give an idea of the apparatus under review. In Deep Sea's C\$18.00 package, however,



all is quite clear and easily followed...even a materials...and required tools list is included. And all of it right here in Victoria.... But, hey, I'm not writing a commercial. I'm merely passing on information on a package that (obviously?) carries my unreserved seal of approval. An excerpt follows:

HOW TO CONSTRUCT A R/C SUBMARINE PRESSURE HULL

In this article I will attempt to describe methods used to make a simple, attractive watertight pressure hull for use in R/C submarines. This type of pressure hull is basically a cylinder with watertight end caps. It is designed to use a four to six channel radio depending on size and type of equipment used. The main objective is to utilize simple tools in its construction and try to avoid the use of expensive shop equipment that many hobbyists may not own. With that in mind, let's get started.

Here is a list of tools that you will need:

- electric hand drill
- 1/8", 9/32" and 3/8" drill bits for plastic
- jig or saber saw (a coping saw can be substituted) with fine tooth blade for plastic
- #6-32 NC thread die
- #6-32 tap set
- sandpaper (100 and 250 grit)
- metal file



- carpenter's square
- compass
- ruler
- hacksaw with fine tooth blade for plastic
- Some optional tools that will make the job easier and faster:
- bandsaw
- bench type drill press
- bench type electric disc sander

Materials list:

- 11 inch length of 3.0" O.D. acrylic or polycarbonate tube with 1/8" wall thickness.
Try to obtain cast acrylic instead of extruded acrylic if available to you.
- 1/8 " dia. Brass or stainless steel rod (2 X 12")
- 1/8 " I.D. square plastic tube [Evergreen] (2 x 10.75")
- ABS or PVC plastic sheet (.125" thickness x 2.25" x 10.75")
- ABS or PVC plastic board (.25" thickness x 3.0" x 12.0")
- O-Rings (2 x 2.5" I.D. x .125" cross section)
- O-Rings (4 x .125" I.D.)
- #6-32 Crown or Acorn nuts (x 4)
- C/A glue
- Epoxy glue
- Sand paper
- Masking tape

Check with your local plastic shop for the polycarbonate or acrylic tube and for the ABC or PVC board material you will need. Other plastic board material will also work as long as it is reasonably easy to cut and is fairly stiff.

In addition to the profile (side view) plan, the package includes an end view and a general plan. The latter shows how the assembly fits into a typical model submarine, but also deals with weight distribution, linkages and more detailed details of a model's construction. The plans of the WTC and ballast tank are drawn at actual size.

Finally, following the lists of required tools and materials, there are suggestions on that to get where, and the package ends with valuable step-by-step building instructions. I say "valuable" because they are written by the designer-hobbyist. So all info and suggestions are first hand and based on his personal experience and aims.

Next month? Things are a bit up in the air 'cause I'm scheduled for brain-drain surgery on Monday, December 3. If the universe unfolds as expected, and as it should, the February column is to cover an interview with **Scott Munford**, telling us why he expanded his hobby's scope to include a model sub (the Japanese Defence Forces Oyashio in his already eclectic model fleet.

Hope to see juh all with an unballasted brain/mind.

Romanus Unicum



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We regret to inform you of the peaceful passing of our friend and fellow member Bill Birch, who died at his home on Wednesday. Bill has been a VMSS member since 1992 during which time he served in the capacity of Entertainment Director (93-96) and Binnacle circulation manager (2002-2008). He also wrote many interesting articles for our monthly bulletin under the pseudonym of "Marlin Spike" & "Binnacle Bill". During WW2, he served three years aboard Esso oil tankers on which he experienced three separate U-Boat attacks, one of which led to he and his crew's rescue from the notorious Devil's Island.



During his sojourn with VMSS, Bill was always available to assist in setting up numerous public exhibits and social functions and never failed to amuse our members and their families attending the annual Christmas party by entertaining us with hilarious games. Although he was not an avid modeler, Bill could often be found in his workshop building a canoe or sailboat for one of his many friends. Bill leaves his lovely wife Aileen, two sons Max (Claire) and Peter and his daughter Catherine (Ron) and three grandchildren. He will be sorely missed. jrp

January Sailing News

First off, a very Happy New Year wish to all our members and friends.

2007 was a very active year, not only for VMSS but also for our entire area. And we are getting 2008 kicked off in a very similar manner.

We have just held our first regular sail day at Beaver Lake and it was . . . well . . . quiet. A good turn out of boats but our friend the wind decided to stay home for the day despite promises of 25 km winds all afternoon. Oh well, so much for forecasts.

Depending on the forecast (should we believe them?) we might try to have another run this coming weekend to get some more practice in. Why? Because at the end of the month VMSS will host the first event of the 2nd Annual All Island Sailing Series.

That comes up on the 27th of this month and is the first of 5 events that are spaced about a month apart. This year we are going to be going to Lake Cowichan, Saltspring Island, Long Lake (Nanaimo) and to Maple Bay in addition to our stop at Beaver Lake. A 25% schedule expansion from last year. We averaged about 9 IOMs at each event last year and I am expecting that to be somewhere in the 15 boat region this year. If we get close to 15 boats there will be some terrific sailing going on. These are all one day events so we start the first race right around 10:30 in the morning and go until around 4:00 with a short lunch break.

For the first event I have some very good help from club members in the form of Mike Woodley, Ken Ensor and Ken Lockley stepping up to run the actual event. That is a much appreciated effort in that their kind help allows me to

sail in the event.

The Powell Cup will sneak up on us once spring gets fully underway. You all need to plan to come out to try to de-throne this year's runaway point scorer, Bob Rainsford.

Through the fall I have rigged out a couple of boats using Hitec digital servos for sail control. The servo use was a 5995TG which has now been superseded by a very similar 5990TG. These servos are actually intended for use in robots. They have superb torque (over 400 oz-in on 7.2 V) and are absolutely lightening fast. By default they rotate through 180 degrees and, as with all of Hitec's digital servos they are very programmable for total travel, speed, dead bandwidth and fail safe positioning. They are not inexpensive but can be had for around \$100 and at that price challenge winches that cost in the \$250 range. They weigh only a little over 60 gm so they help peel some weight out of the boat to help its responsiveness and ability to accelerate. In the middle of all this I bought a programmer for these servos so if you decide to get into Hitec digital servos and want to play around with the settings please feel free to get in touch with me and we can try out some different settings. Generally speaking I use digital servos throughout my "good" boats and find them to work very well. There are a few tricks to help ensure that you get the maximum benefit of the speed and power that is available so please, again, feel free to corral me anytime to go over what works.

On now to our season of sailing. We will again meet at Beaver Lake every 1st and 3rd Sunday at around 1:00 PM. There will be the odd exception when other events, even some out of town, may take most of us away

(Continued on page 7)



(Continued from page 3)

The cable ship **RESTORER** arrives at Victoria to maintain the newly completed Pacific Cable, which now linked Bamfield (and the rest of North America) with Hawaii, Fiji, Australia and New Zealand. **RESTORER** – 337 feet, 1280 tons - was built in Britain in 1903. She would be based at Victoria for the next 40 years.

The 163 foot survey vessel **LILLOOET** was completed at the BC Marine Railway yard in Victoria, and the sternwheeler **PORT SIMPSON** was built at Alexander Watson's yard for Hudson Bay Co. service on the Skeena.

The 116 foot steam tug **NANOSE** was completed for the CPR, and the **CRAIGFLOWER**, a small sternwheeler, was built for Skeena River excursions. Interestingly, she was built for Capt. Ray Troup, son of CP General Manger James Troup. Unfortunately, the little ship was not a commercial success and quickly faded from sight.

1903 had its scary moments as well. In mid-February, the bark **LOUDON HILL**, inbound with general cargo, nearly grounded at Cape Beale. A timely wind shift allowed her to make Neah Bay, from where she was towed to Victoria by the steam tug **PROSPER**.

PRINCESS VICTORIA ran down the American halibut boat *Ida May*, heading home from her first voyage with a full load of fish. The steamer **HENRIETTE**, loaded with horses and dynamite for the Grand Trunk Railway construction camps on the Skeena, ran into Protection Island near Nanaimo. The ship is later salvaged and returns to service. And, the steamer **HUMBOLDT** wrecked on Mouat Point, Pender Island while northbound for Skagway.

All of this against a steady background of steamers and lumber clippers, rowboats and dugout canoes, coming and going from a bustling little port. A new hotel was nearing completion on an old bog, kittycorner from the Parliament buildings, which many of the old timers claimed would soon sink out of sight. Fortunately, the *Empress* hasn't sunk as quickly as forecast!

So, from our comfortable perspective we can marvel at things the way they were and wonder how it would be to see those days with our own eyes. The Port of Victoria is still a busy place, but when it comes to shipwrecks and offshore construction, some things never change!

Bibliography

Marine History of the Pacific Northwest, H.W. McCurdy, Superior Publishing, 1965

Whalers No More, William A. Hagelund, Harbour Publishing, 1987

Light on the Water, Keith McLaren, Douglas & McIntyre, 1998

(Continued from page 6)

but we'll try to get notices out early enough that you don't show up to sail and discover no one else there.

I email notices to a decent sized group of folks before every sail day. If you aren't on that list and would like to be, let me know and I would be happy to include you in all of the notices.

Charge the batteries, pull in the sheets and head for the first mark, the 2008 sailing season is here!!!

-Barry Fox



ECOBOAT

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/>



(Continued from page 1)

2008 BOATERS RESOLUTIONS

And, from Barry Fox:

Resolved to sail at at least 6 different venues throughout the year and not be the organizer at any more than one of them

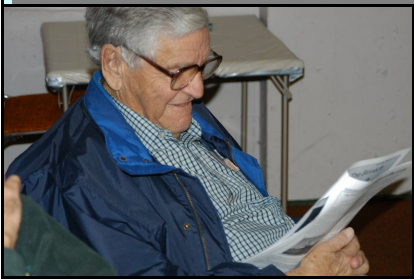
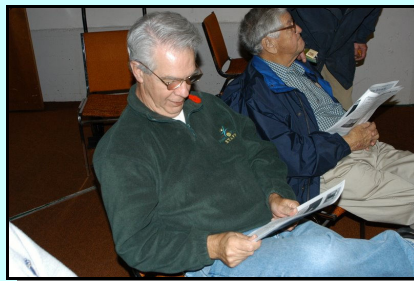
Resolved to travel lighter and actually have room in the van for people as well as boats, and signs, and motors, and . . .

Resolved to clean up the workshop so that I can actually work on boats in there

Resolved to have a great time sailing with the best bunch of sailors there are, right here around Vancouver Island

Resolved to take some great model boat photos and win the annual Photo Contest

EVERYBODY READS THE BINNACLE!



YOUR ANNUAL DUE\$ INCLUDE THIS VERY POPULAR NEWSLETTER... READ BY EVERYBODY.

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