

The Binnacle



Victoria Model Shipbuilding Society
303-2151 Haultain St
Victoria BC V8R 2L8
vmss@shaw.ca
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters



2007 Canadian International One Metre Championships Salt Spring Island Sailing Club Ganges Harbour

There were 34 races in all over three days - and this is the start of the very first one - right on time at 12 noon on Friday, June 1, 2007.

Photo by Mike Woodley

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

- June 17 Powell Cup
- July 8 Strawberry Festival
- July 21 Luminera – Dave Denton
- August 4 Aircraft Museum
- Sept 1-3 Saanichton Fall Fair
- Sept 15-16 Western Regional IOM Championship



MEETINGS: Second Thursday 7:15-9:15
313 Brunswick Place
Next is July 12



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 June 17 (Fathers' Day)



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



From the Bridge

Wet enough yet?

We had a redo of the tug events at the Battle of the Atlantic Regatta on May 27 . The results were

that we had fun .

We had so much fun that we wanted to do it again, which we did on June 10. Guess what ? It rained again. At any rate we set up tents and proceeded to play games. About the time the sun came out all the batteries were dead so we had hot dogs (superbly cooked by Mike Creasy and Bill Andrews) A good time was had by all.

The next thing we will be doing is the Cowichan Bay Boat fest on June 23. The Strawberry Festival is coming up at Beaver Lake July 8 and Luminera on the 21— all fun events . I hope to see you at most of them.

I went to Saltspring Island For a short visit at the Canadian Championship 1 Metre sailing event and found that there are some very quick sailors out there.

See you on the water

Dave

Victoria Model Shipbuilding Society
General Meeting – 10 May 2007

Call to order: 7:15 with 19 members and 1 guest in attendance

1. We observed a minute of silence for **John Gough**
2. Awards were presented for the Battle of the Atlantic Regatta events
3. Thomas Tug events will be re-run May 27 at the HMYP Adjournment 7: 50

Mark Giles from BC Shaver and Hobbies demonstrated 3 of 4 methods of weathering models.
RH

John Gough
December 14th, 1931 - May 8th, 2007

Dad was born in Bellshill, Scotland. As an ambitious young man he ventured to Canada to start a new life with only change in his pocket. He achieved more than he had imagined in his 75 years. A good life, survived by an amazing wife Dodie (married 43 years), children Jim (Paula) Gough, Ellen (Victor) Williams, Jessica (Geoff) Burgess, and 5 grandchildren. Upon retirement from Canada Post, dad was able to pursue his passion for model boat making and loved being active in the community through the Model Boat Club and Maritime Museum. Dad will be remembered as a gentleman, lively musician, smooth dancer, loyal friend, storyteller, provider, teacher, and above all a quiet strength to his family. His values and the values he has passed on to his children are unwavering. Be responsible, respectful, and stand up for what you believe in. Dad, the wind picked up on May 8th so you could peacefully set sail on your next journey and although you will be missed, you will never be gone. You are forever in our hearts. A private celebration of life will be held at a later date. In lieu of flowers, please send donations to the Victoria Hospice Foundation with thanks.



John Gough
December 14, 1931—
May 8, 2007

This was written by John's family and we copied it from the Times Colonist because we couldn't say it better. We have all seen the sentiment expressed in John. He was an active and supporting member, a mentor, and above all an invaluable source of advice and wisdom. I know we will all miss him. Ron H

2007 Executive Committee

President: Dave Denton	478-1800
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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

Membership news:

Barry Fox has moved to Victoria and his phone number is now 294-0350.

There are also 2 new Members to welcome:
Dick Gill and Ron Linnes.

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.



Photo by **Ernest Reid**

This is a shot of the **Langford Navy**, prior to setting sail on Wednesday May 23rd 9:30am from left to right my wife **Nadia**, **Barry Fox**, **Ken Ensor** and **Dave Denton**. It's too bad more members don't come out and enjoy the peaceful surrounds of Langford Lake. We would dearly like to set another place or two at the table.

Ernest Reid

Old Wood & Rusty Iron – by Mike Creasy

The Park Ships

In September 1939 at the start of World War 2, the Commonwealth had an average of 2,500 ships at sea on any given day. Around the world, carrying every imaginable cargo, some old, some new, these ships were the lifeblood of trade and commerce for every country on the globe.

World War 1 had provided some lessons to both sides about the importance of supply lines. Clearly the Atlantic would be the key strategic battleground: without supplies, England would fall and the Allies would have no marshalling point for the invasion of Europe. The new German Reich would be secure.

To attack the North Atlantic, Germany selected both surface raiders and U-boats. The U-boat wolfpacks quickly began to achieve incredible results, sinking 50 ships or more each month. Surface raiders were less successful, but they struck terror into the hearts of any seamen, and they tied up a lot of valuable resources in the chase.

In response, the Allies began a system of escorted convoys between Canada and England. The convoys helped, but it wasn't unusual to lose 10 or 15 ships from a 60 ship convoy.

The problem was twofold: how to replace these cargo ships, and how to increase the fleet to support the eventual invasion of Europe. At the same time, shipyards everywhere were already fully engaged with building fighting ships of every kind.

Then (as now) the shipyards that built large ships were few in number, and the building process was slow. It wasn't unusual to take 2 or 3 years to design and build a ship.

Something had to change or the war would soon be over.

The answer was a revolution in shipbuilding – unitized construction of a standardized design; Henry Ford's automotive production line philosophy applied to ships.

The design selected was based on a "three-island" cargo steamer designed by Joseph Thompson's North Sands Shipyards in Sunderland, England. Actually, this design revolution had been under way since World War 1, when the British government first grappled with the problems of North Atlantic supply lines. A number of different "standardized" ships had been produced including Harland & Wolff's A and B class cargo ships, and the famously ugly N (for National) class. American yards also began producing standard types, such as the "Hog Island" ships – named for the yard that produced them and not because they looked to be "hogged" – sailor talk for drooping at the bow and stern.

In the 1930's, the British government began a program to scrap older cargo ships and replace them with new, allowing shipyards to modernize and encouraging further work on production line efficiencies.

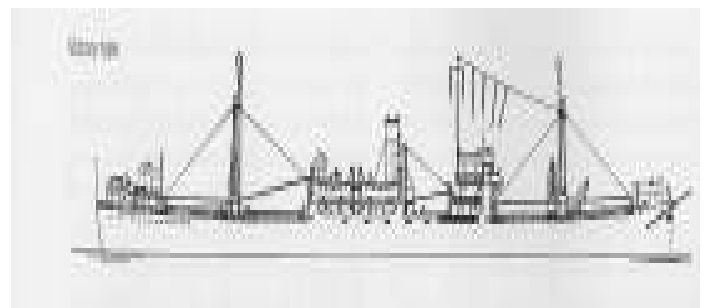
With the start of World War 2 in 1939, the British government was able to move quickly with the selection of a new cargo ship design for construction first in American, and then in British and Canadian yards. The American-built versions were known as the "Ocean" ships. They were altered in two ways; they were of welded construction, and the design had been revised to eliminate the modest tumblehome of the North Sands design. 60 Oceans were built, all in American yards for British owners.

By the end of 1941, Canadian yards began producing a steady stream of North Sands design ships, known as the "Forts" and "Parks". Seven west coast yards between them cranked out over 250 of these ships in various configurations. All were powered by triple expansion steam engines, working off coal or oil-fired boilers.

No story of west coast shipbuilding would be complete without mentioning the *FORT CAMOSUN*, a brand-new ship that didn't even get past Cape Flattery before stopping a Japanese torpedo. She was completed in June, 1942 at Victoria Machinery Depot and was quickly dispatched to Port Alberni to load lumber. As she sailed with her load for Panama, she ran across the periscope sights of a Japanese submarine and received a torpedo and some shell hits for her trouble. The *FORT CAMOSUN* was towed back in and patched up, only to be torpedoed yet again off the coast of Africa. She was once again patched up and continued her career until 1960, when she went to the breakers.

Canadian shipbuilding capacity has never again reached the levels of WW 2, nor is it ever likely to do so. As the world continually lurches from crisis to confrontation, one can't help but wonder whether buying everything offshore – from ships to toilet paper – is really such a good idea.....

I have a nice set of plans for a North Sands freighter in 1:100 scale. I'll get busy one day.



Bibliography:

The Unknown Navy, Robert G. Halford, Vanwell Publishing, 1995
A Great Fleet of Ships, S.C. Heal, Vanwell Publishing, 1999



THE SUB SUBJECT

Part IV (Of V)

At last...the final personally experienced model submarine-building experience: that of the Type Molch (a.k.a. "Bratwurst") which is and remains the sixth model that I managed to get in and under the water.

Where her construction history differs from the five predecessors is that Molch was started from scratch by another modeler who, in frustration, gave it to **John Gough**. But John wasn't any too keen to do much about it, put it aside for a long rest, and next passed it on to me.

What did I do? I had Molch continue her hibernation. Reluctant to toss her out, I parked the weird-looking thing bow down in the darkest, most spider infested corner of the basement. Goofy looks, and showing the most extreme evidence of workmanship...from clever and excellent to laughably crude. And that was that, until **Len Gibbs** visited my "Ground Zero" wharf.

"That," Len said without study, "is a Molch - a German one-man midget." Len too came up with six and one-half snickering laughs when I showed him some of the "construction" details. Then he said he had the plans for Molch. They'd been published in England on the same sheets he'd bought to build his Seehund. Learning that, I did a double take.

This bizarre thing had a real life antecedent? A prototype...? In no time, Len produced the plans and I got so intrigued. So intrigued that I dropped most everything I had on the go or in mind, and studied the feasibility of making John Gough's gift into an operational, torp-releasing 1:11-scale model.

It took a clocked 17 hours of intense work to undo the apparent deficiencies that the initial modeler had bestowed on her. But, by the way, he HAD followed the plans as published. The plans though, for model purposes, were ill conceived. Main flaw: the excessive size of the pressure hull. Small wonder that the antecedent builder couldn't get the little sucker to dive...in spite of (no...excrement) pounds of buckshot, some in satchels and more cast in copious globs of epoxy.

Other eye-catching "features" were the industrial-size bolts, screws and nuts. Each one of 'em, individually, could have kept a Prairie barn from succumbing to a blizzard. Wow, I saved 'em all, but

wonder why.

So the pressure hull, relative to the model's size and subsequent volume, was out of whack. I reduced the length of the new one from 16. 3/4" to 11. 1/2", and the depth from 3.1/8" to 2.3/8". The latter job was both tricky and time consuming. But, as a side benefit, the top width was increased from 3.0/0" to 4.0/0". Now, at least, the new electronics and electrics could be installed and accessed without losing knuckle skin. In retrospect, I should've ditched the ABS pipe, and started anew. But I didn't.

After eliminating that capital flaw, I devised and built a two-torpedo release system that hadn't been there, and for which I did NOT look at the plans. I had no remote inclination to even glance at those blessed plans. And yet another things: Mr. First had fashioned all four of the control surfaces out of basswood...which he'd epoxied. I did revamp them, together with most of their linkages, but should have redone them in Sintra, Lexan or plexi. They now warp and have started cracking. I'll have to bite the bullet this year or next. Just one more regret.

On the positive side: the Bondo bow and stern cones are just great, and must have saved (me) some 40 to 50 hours of building time, and so did the now adapted turret. But going by the stern cone's access hatch, Bondo too seems to warp. But thanks anyway...

Owing to her high waterline. "Bratwurst" can do smooth, dynamic dives at low speeds. No doubt, they are much assisted by the one-piece stern plane which, at 2/ 1/2" x 7.1'8" scales up to the size of a picnic table. Same goes for the flag-sized bow planes and the rudder. All that square inchage makes the midget the most docile, responsive and maneuverable model in my fleet.

So far, thanks to the Type Molch's simple design, repairs and maintenance demands have been minimal, and the pressure hull stays dry with the best of 'em. That blessing, in part, derives from the minimal number of hull penetrations, which was achieved by using a magnetic "on-off" switch. Further, since she's a dynamic diver, only three servos take care of boat operations, i.e. rudder, bow planes and stern plane. Still, a fourth one was called in for the torpedo release mechanism. And, of course, there's the stuffing box, but there's no ballast tank involved.

To my surprise and consternation,

(Continued on page 5)



(Continued from page 4)

“Bratwurst” took a little time to trim. She floated well and level. All that was needed (or added) were the two strips of blue foam alongside the battery in the free flood bow area. That lifted the prow by +/- 3/16".

Looking back, and now remembering through this writing, I must mention that rebuilding and re-vamping a model built/started by another (at the time unknown) builder gave me weird feelings. It felt at times as if I were a Peeping Tom, invading someone’s privacy, and also like a plumber after a homeowner has tried Drano. Even when the need for correction was obvious, I spent time trying to guess a the first builder’s whys and wherefores. A waste of my time most often, but unstoppable all the same. Years after Bratwurst’s completion, I met the unnamed godfather. He’s done some fine work in both

the naval and aviation sectors of the hobby, and much admired my rebuilt and finished result when he saw it on display at CanWest and, later, in operation at HMYP. I thanked him, and edited out all experienced grief. I will not forget: he HAD followed the bum plans.

Next month, I’ll rise off the pot and come up with some wish-washy conclusions to the March question: How to go about acquiring/building R/C boat or ship models? Till then, in Molch’s tongue: “Sei gesund”.

Romanus Uunicum

A sad note To those among you who don’t already know, my little (5’2”) wife, José, traded the temporal for the eternal at 4:30 a.m. on Monday, May 1, 2007.

More IOM Photos by Mike Woodley:



One of the starts on the Saturday.



One of the B heat starts on Saturday.



These two boats raced 17 times each - in this one #71, **John Castelli**, Calif. won by a boat length. But, # 11 **Peter Van Roosem** was the most consistent - 7 first, 9 second and 1 third to take the crown.



Lawrie Neish, SSISC, **Barry Fox**, VMSS, **Peter Van Roosem**, Kingston Yacht Club and 2007 Canadian IOM champion, and the Commodore of the SSISC, **Nick Hodson**, who presented the awards.

Sailing Tacks**2007 Canadian IOM National Championship Regatta**

Three members of VMSS ventured to Saltspring Island to contest the return of major International One Metre sailing to Western Canada.

Dave Taylor, Dave Seager and me had varying degrees of success but most importantly had a great time sailing at a great location.

The event was held at the Saltspring Island Sailing Club facility in Ganges Harbour. Using the club's breakwater dock as the base for the event supplied us with a beautiful 450 foot long walk from end to end with the course set to utilize the full length of the dock which allowed us a good view of our boats for mark rounding.

Each heat was a two lap competition so we all walked nearly 1800 feet in each heat we ran in. Who says sailing isn't good for you?

Dave Seager sailed well with his new boat and you can see by the results that he was on track to have a top ten finish but unfortunately he had to cut his regatta short due to previous commitments.

Dave Taylor sailed in the middle of the B fleet most of the weekend but had a couple of good finishes that let him sail with the A fleet a couple of time. He finished off the regatta with a couple of good finishes in the top third of the fleet when we sailed all the boats together instead of in two fleets.

For my part I had a great time. I started off with a fourth in the seeding race and then in my first couple of fleet races I had the uncanny knack of hitting reach marker on the first lap of each of those races, On Saturday I managed to rig

my boat incorrectly and spent half the day trying to adjust the boat for a downwind inconsistency. I finally noticed the rigging problem after lunch and sailed better for the rest of the day. Sunday wasn't too bad but I started to have radio problems and ended up missing the last two races when I completely lost rudder control.

For me these kinds of events are terrific learning experiences. I get to watch some of the best skippers in the world sail and see what they do.

We had about half of our entry come from quite some distance and you will note from the results that we were nearly perfect hosts, letting them take almost all the top spots.

By looking at the results you can see that the top skippers are consistently at the head of the pack in nearly every race. A look at winner Peter van Rossem's scores reveals that the 3 high scores he was able to drop were second places. Throughout the entire weekend second places were his worst finishes. That is amazing to those of us that are happy with single digit finishes.

Items of note include sailor Graham Herbert, from Hornby Island, who was sailing his own design boat with all the rigs, sails and most of the fittings handmade having never seen an IOM before. The boat sailed quite well and was very competitive on speed compared to most of the boats. This was also Graham's first radio sailing regatta ever so his 8th place was an excellent result. And consider that one month before the event there was no part of that boat in existence, not even a rough drawing!!

Also of note is that five of the boats in the fleet are boats coming from our local project to make low cost hulls available to encourage more people to get into this class. The encouraging part, other than the pure number of them was the fact that they sailed very well and reliably throughout the regatta.

Of interest was the demise of one of our visiting skipper's

Flag Sale

All Flags 2" or smaller are now \$2.00
Please add \$1.50 for mailing

All Flags 3" or larger are now \$4.00
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From page 6

fine sailboat. Jim Atkinson was carrying his boat down to the water to practice on Thursday when he slipped on the road down and landed on his very nice TS2, fracturing the hull in quite a few places. It is basically a write off now. A quick call had Jenny Taylor graciously offering her boat to Jim so that his trip to Canada wasn't wasted. Jim did a fine job with a strange boat sailing it to a 9th overall final placing.

The event was also marked by the large number of fascinated onlookers each day, many whom were "big" boat sailors and had never seen these little boats before. They could not quite believe what they were seeing. A terrific sailing display.

RD Lawrie Neish kept the event rolling along all weekend and was an almost one man machine but had some good help from other folks with scoring, mark setting and, of course, the Saturday night dinner. The dinner Saturday was outstanding, produced by Saltspring (and new) IOM skipper Roger Kibble and his volunteer crew which included CRYA President Lana Butler. Everyone chowed down on some outstanding BBQ BC Salmon and great camaraderie.

VMSS member Mike Woodley motored over in his full sized sailboat and tied up at the Club for the weekend. He be

came Lawrie's roustabout, taking on a lot of different tasks including setting marks, rescuing boats and doing a separate set of score keeping providing backup. Well done Mike.

Jenny Taylor, in addition to loaning her boat out to our visiting sailor stood in as score keeper, helping that task out.

A big thank you to the traveling crew from California for attending in great numbers and helping to make the event a true success. They are a great bunch of guys. Thanks and congratulations to Peter van Rossem for traveling all the way out from Kingston, Ontario to successfully defend the title. The first three places were awarded some very nice prints by local artist Carol Evans so they each have a very unique keepsake of the event.

As we all gathered up to leave the common thread was that the event needs to happen again and we have preliminary agreement that it will be back on Saltspring Island in 2009.

Make sure you mark your calendar. If you weren't here this year, you do not want to miss the next one!!!

-Barry Fox **CAN 262**

2007 Canadian International One Metre Championships Results

Pos	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	Peter van Rossem	11	Kingston, ON	TS2	20	1	2	1	2	2	2	2	1	2	1	2	1	1	2	1	1	2
2	John Castelli	71	Yorba Linda, CA	Ericca	25	2	1	2	4	6	3	1	3	1	3	1	3	2	1	2	2	1
3	Allan Gardner	07	White Rock, BC	MIOMI	47	3	5	4	3	1	1	3	2	9	5	4	2	6	6	3	5	18
4	Bill Wright	109	Alameda, CA	Cockatoo	53	1	4	3	5	3	10	4	8	5	2	5	4	7	5	5	3	4
5	John Ebey	93	San Rafael, CA	TS2	57	4	8	5	8	4	4	5	4	3	6	6	5	3	3	4	4	3
6	Ron Locke	108	Pleasanton, CA	Disco	64	2	3	6	1	8	5	7	7	4	11	3	6	5	4	7	6	5
7	Aad Rommelse	90	Freemont, CA	Vapor	94	6	7	8	6	5	9	6	6	6	8	9	9	4	8	6	18	18
8	Graham Herbert	22	Hornby I, BC	Possum	99	3	9	11	18	12	8	8	5	8	4	7	8	8	9	9	7	6
9	Jim Atkinson	105	Costa Mesa, CA	SE Kite	140	5	12	11	18	18	6	9	10	10	7	8	10	9	7	18	18	18
10	Barry Fox	62	Victoria, BC	Kite	145	4	11	12	12	14	13	12	9	7	11	11	7	11	13	12	18	18
11	Peter Brosch	17	Comox, BC	SE Kite	146	8	10	13	11	9	11	10	15	15	13	10	11	10	11	14	10	9
12	Bevan Wrate	14	Saltspring I, BC	Salmon 45	150	5	13	16	15	7	14	15	13	11	9	13	18	12	12	8	11	7
13	Dave Taylor	03	Saanichton, BC	SE TickTock	159	6	14	14	7	13	12	14	12	14	12	15	13	16	14	11	9	8
14	Roger Kibble	09	Saltspring I, BC	Salmon 40	170	7	17	18	14	18	16	13	11	13	14	12	12	14	15	10	8	11
15	John Ball	65	Parksville, BC	Triple Crown	170	8	15	11	9	11	15	11	14	12	16	16	14	15	16	13	12	10
16	Dave Seager	18	Victoria, BC	SE Kite	192	7	6	7	10	11	7	18	18	18	18	18	18	18	18	18	18	18
17	Ray Kretchmar	16	Comox, BC	SE Kite	193	9	16	15	13	18	17	16	16	16	15	14	15	13	11	15	13	12



Dave's new Kite



Mike W arriving to help



Rodger and the IOMs

2007 Canadian IOM National Championship Regatta

Barry Fox Photos

The winners of the Thomas Tug contest at June 10 Boat-a-thon:

Figure 8

- 1 st place Dave Taylor 3.38 minutes
- 2 nd place Dave Denton 3.40 "
- 3 rd place Bob Rainsford 3.27 "
- Honorable mention Doug Allen 3.27 "

Barge string with assist

Best performance Bill Andrews with Dave Taylor assisting



Mike and Bill cookin' dogs



Liquid Sunshine!

Mike Woodley photos