



The Binnacle

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



Langford Navy hydroplane racing action: Mark's boat flips on the turn! Photo by Bill Sturrock.

ON THE RADAR

INFORMATION ON UPCOMING EVENTS

MARCH 27-30 Country Club Centre, Nanaimo
APRIL 12 Ocean Pacific Marine Supply, Campbell River
APRIL 27 Boat-a-Thon



MEETINGS: Second Thursday 7:30-9:30
 313 Brunswick Place
Next is April 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 March 16th, 2008!!



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



From the Bridge

Hi Shipmates

Well here we are ¼ of the way through the year already and the weather starting to warm up, even if still a little

damp. It is time to get the boats out of winter storage, dust them off, check the RC and charge those batteries. We will soon be starting up our BOATATHON SUNDAYS, the first being April 27th.

We have a SWAP 'n SHOP planned for the next meeting so bring along all those bits that are taking up valuable space in the boat storage and sell them off to buy more bits to build more boats with.

The Sailors have been out in force again this year with 15 boats at the last Beaver lake meeting. Some from as far-a-field as Campbell River & Salt Spring, and the wind came too.

This coming week we will have the PIRATE SCHOOL DAYS at the MARITIME MUSEUM on 18, 19 & 20 March. This is a fun event with the kids coming in and making their own model boats then sailing them in our pond. As we will be attending as your local pirates and boat builders we will need Pirate Volunteers from our club of hearty men. So come on buckle on your cutlass, fit those eye patches and get your names on the list of helpers. We need at least 5 per session for the 2 sessions on the 3 days. Pirates dress optional, but having fun is compulsory.

You will notice that we now have an attendance sheet with all members names to date on; if you would please check off your name on the list below the meeting date appropriate. Also a note here we will be switching the start time for the meetings to 7:30.

As most of you by now know we have the Tall Ships in again this year and will be having a display and pond at this event. This will be June 26 to 29. We will be looking for models and support for this show so now is the time get those new boats finished off and ready for display. I would like to see some really good sailing craft on display as part of the tall ships theme.

Happy Boating,

Dave T.

Victoria Model Shipbuilding Society

General Meeting – February 14, 2008

Call to order: 7:15 pm

Present: 20 members

1. Outreach: Doug Allen feeling better. Jack Peterson (former member) doing well after cancer surgery. Marryat's was in an auto accident and did significant damage to his wheel chair van.
2. Club Finances: Mike Creasy reported the club is in good financial shape and will present a detailed report to the Executive first then to the general membership.
3. The VMSS marks its 30th Anniversary this year and the Executive will look at how best to celebrate it.
4. Westshore Mall Hobby Show: Dave Taylor thanked all those who volunteered their time for the show. A request was made to have more boats in the pond at next year's show.
5. Maple Bay Regatta: Club members should attend this fun event on May 16th-19th.
6. Other Business: The Maritime Museum display is coming up during Spring Break and we need volunteers to help out.
7. Adjourn Business portion & break
8. Dave Taylor talked about building the Titanic model from a kit by Hachette models.

Adjournment 8:30pm

Scott Munford, Secretary

2008 Executive Committee

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

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

Dave's Little Corner

I have spent most of my working career in the marine industry, from 1963 until I retired in 2001, I've seen some strange things in my time (I will stay away from any poetry about the goats in the marketplace in Baghdad) The batwings and beavertails are strange and unbelievable, but they do work.

Batwings

In some boats when you are traveling the vessel develops a sort of porpoise motion not so much rocking for and aft but up and down. Apparently the old gill-netters used to do this when they were powered with a single cylinder Easthope engine. The speed of the piston going up and down was so slow and so heavy that the boat reacted in opposition to it and after a long and bleary eyed trip your imagination was telling you that the piston was standing still and the boat was going up and down instead.

This was the far end of the spectrum and to a more or less situation most boats will experience this. The solution we found was to put a set of 'bat wings' under the boat in the mid-ship area. On a 40 foot troller we have installed an 8 foot by 16 foot horizontal wing, that stopped the cow from leaping up and down, and did not impede the forward motion . A very successful modification, with the added bonus of disguising your nocturnal activities while the boat is at anchor. We hired a fella by the name of Moose to build up a flat plane of fiberglass to do this job , he showed up at 4:30 pm and said we would have the wing in the morning. True to his word when we got there in the morning the wing was ready, cured , ground to shape and three tired workers laid out on anything horizontal, with about 3 dozen empties laying around. We were astounded, we asked him how did he get the guys to work that hard ? He said that he catalyzed the whole 45 gallons of resin, and said any left over would come out of their wages. Nuf Sed.

Beavertails

Some towboats were designed a fairly narrow stern (Saint Anthony is an extreme case) modern ship design dictates that you have a broad stern with lots of spare displacement, so that when the tow line tightens it doesn't pull the stern under. This situation can be alleviated some what by putting a large horizontal plate under the keel in the area of the rudder, this stops the stern from going down so fast and also moderates the hobby horse motion that makes some people sick . An old Cates tug by the name of Frazer Isle had one of these and it worked well, but didn't stop her from sinking when a log shot out from under a boom and speared him up forward, resulting in his sinking in Whirl Bay, off Race Rocks; but the salvage of the Frazer Isle is a story for another time.

Dave Denton

Old Wood & Rusty Iron – *by Mike Creasy*

.. on the marge of Lake Lebarge....

Gold. By the bucketful. Just scoop it up. But first, you had to get there!

The Klondike Gold rush began in the summer of 1897, after word of George Carmack's discovery in August 1896. Starry-eyed prospectors with names like Skookum Jim and Sam McGee flocked to the west coast ports of San Francisco and Victoria to head north and make their fortune. There were two main routes to the gold fields; across the North Pacific to the mouth of the Yukon, then nearly 1000 miles upriver through the heart of Alaska, or the inside passage to Skagway or Dyea and then across the Chilkoot Pass to Lake Bennett and on to Whitehorse.

A third route from the railhead at Edmonton was available, even longer and more difficult, often two years of hard slogging to reach the bonanza of gold.

There was a serious problem with the two coastal routes, as far as the Canadian and British Columbian governments were concerned – both went through US territory. And that was a problem not only because of sovereignty, but because some of the vast profits might be lost! This was, after all, pre-NAFTA.

Some might remember back to the 1970's, when BC Rail decided that a new rail line was needed to open up the northwest corner of the province. Rough grade was completed from Fort St. James to Cassiar, about a hundred miles from the Yukon border. It was a costly venture, many years in the construction phase, and was finally killed by falling mineral prices and opposition to mining.

But the "Dease Lake extension" wasn't the first big rail project in northwest BC – not even the second, when you count the White Pass line from Skagway to Whitehorse.

The first big line was going to run from Glenora on the Stikine River all the way to Teslin Lake, just south of the Yukon border.

CP's Engineering Superintendent, E.J. Duchesnay, undertook a survey of the route in the fall of 1897, and developed a grand transportation plan. In his view, the new railway would be fed by streams of miners and cargo from Victoria using coastal liners as far as Fort Wrangell, then paddlewheelers up the Stikine to Glenora, then the new Teslin Lake Railway, and then more paddlewheelers to Dawson City. All that was needed now was 12 new paddlewheelers and a 145 mile railway.

At the time, Glenora was nothing more than a few tents on a flat spot beside the river, marking the practical limit of steam navigation. A very rough trail had been carved out, running up to the southern end of Teslin Lake, which runs north across the Yukon border into the Teslin River and on to Fort Selkirk and then Dawson City on the Yukon River.

CP quickly began to acquire the needed ships, buying the **TARTAR** (3877 tons) and the **ATHENIAN** (4339 tons) for the Victoria – Fort Wrangell leg of the journey. The sternwheelers **CONSTANTINE**, **DALTON**, **SCHWATKA** and **WALSH** were built in 1898 at Port Blakely, Washington.

The **MINTO**, **MOYIE** and **TYRRELL** were built in Ontario and shipped to Vancouver in pieces, to be re-assembled and finished. The **HAMLIN**, **OGILVIE**, **MCCONNELL** and **DUCHESNAY** were all built in 1898 in Vancouver.

By May of 1898, CP was ready to go with boats, new wharves, personnel and advertising for the new "all-Canadian" route to the Klondike. All that was missing was the rail link! Estimated cost was as high as \$4 million, and CP seems to have been reluctant to take all the risk. Negotiations with the federal and provincial governments were ongoing, and a bill to award a construction contract was put before the politicians, but in the meantime – no train.

The summer of 1898 saw many miners travelling through Glenora, to be met with a brutal pack trail across muskeg bogs which quickly became giant mud pits. Pack rates soared to \$750 per ton for the 145 miles to Teslin Lake, compared to just \$40 per ton for the 125 miles from Fort Wrangell to Glenora.

By the end of the '98 season, it was all over for the "all-Canadian" route. There was a new government in Ottawa; interest waned, and the Senate killed the construction contract.

In the meantime work on the new White Pass Railway had already begun, solidifying Skagway's position as the



Title: The Ss Hazel B No.2 On the Stikine River at Glenora



THE SUB SUBJECT

Following through on last month's PART I, **GREG SHARPE'S** and **JACK PLUMMER'S** ventures into model submarine building will be traced. "The Sub Subject's" scribe may make a cameo appearance...if space permits.

PART II

Greg had a leg up on rank and file (but self-motivated) builders. His dad had an interest in the general hobby. By the time Sharpe Jr. was about eight, he'd caught the bug and got into rocketry; then into planes...formed out of solid balsa. But Greg was a sci-fi fan as well. Flicks such as "Fantastic Voyage" and "20,000 Leagues Under the Sea" inexorably led him to (and on) the submarine path.

Greg's first stab at subs took the form of a baseball bat, to which he'd attached diving planes. He dragged the contraption around HMYP...learning, empirically, about hydrodynamics. A next project was based on Verne's Nautilus, sporting mom-supplied plastic measuring spoons as the wheelhouse eyes. Once he got a deeper taste and better feel for his goals, all this while widening the scope of his interests and skills, he'd studied pictures and read articles about nuclear subs. He also found that in those "medieval" '80s neither specs nor plans were obtainable. So based on magazine pieces and photos, he built first one and then another hybrid boat. Both of 'em leaked. That experience set Greg off on serious study and research.

By applying his draftsman's talents, he produced a variety of detailed plans for USN and USSR nukes, under his Deep Sea Designs label. To this day, through his now established reputation and website, worldwide orders keep rolling in, at times regularly, at times sporadically.

With skills and workmanship honed to professional levels, he built a gamut of models for himself and to order...a few went to Japan. Meanwhile, Greg also produced plugs and molds for GRP hulls and cast extensions for commercial use by other manufacturers and vendors catering to the hobby.

It remains difficult to pinpoint the epiphany in his interests that took him into subs. But the technical challenge, and his strive toward improvements, innovation and refinement stays on a front burner. Currently, however, Greg has scaled down his activity to

the sale of plans...including those for the pressure hull with variable ballast tank(s). But given time, the phoenix is sure to rise from hibernation. (Must call Arizona. "Do phoenixes hibernate?")

And here comes **JACK PLUMMER**. Still hale 'n' hearty after building a most divergent fleet of (up till now) 37 models. Electric, steam or sail? Jack's done it. Soon, I suppose, he'll cobble up a sampan, the Kon Tiki and a trio of BC Ferries' German double enders. But that's just idle speculation.

What is not speculation is that Jack's latest craft bears his Hull No.37 (!), while his first submarine model (a Krik U-25) took on Hull No. 7. That goes back to the '80s, when the Plummers still resided "Down East" to us...a.k.a. Upper Canada. It took our friend another 23 models before he built Victoria (ex Upholder) which drew Hull No. 30 in 2003 A.D. a lot of years; a lot of models. Two of 'em subs.

Both of his sub models lent themselves to bread-and-butter, wood construction, and wood in Jack's forte. In that regard, U-25 offered quite a challenge...despite Krik's plans and templates. Victoria, in that same regard, was a somewhat easier build...ie fewer compound curves to deal with. (Why, does anyone suppose, I stick with tubular nukes?)

Jack's attraction to building and running sub models is their three-dimensional capability. Adding up-and-down to port-and-starboard and forward-and-backward is quite a thing, in modeling as well as real life. That aspect also plays very well with "The Gallery"; the spectators.

Now, IN MY OWN CASE, as written up more than once in what will soon be a decade of "The Sub Subject", my one and only interest in model building is centered on submarines. Once one has a handle on them they are much easier and, as a result, faster to whip up than anything afloat with those intricate superstructures, sails and lifeboats and detailed decks. Love to see them, but consider the ranks deep enough not to feel any obligation to join.

Yes, my interest is submarines originated with Herr Göebbel's propaganda newsreels, produced by the UFA organization. They had their cameras just right. Smack in the middle of the screen, a U-Boat would surface spewing white water out of every limber hole on both sides, I assume. Then they'd sail to one of their French bases...greeted by everyone in a skirt, and bombarded with more flowers and bouquets

(Continued on page 5)



(Continued from page 4)

than could be cut in all of France and adjoining countries. Then came the statistics. Slightly skewed, they made it clear that the crew had just laid waste to every freighter asea, and to the better half of the RN's fleet. Well, well. But it sure was impressive in my young eyes and on my mind such as it operated at that time. For my 10th birthday, Mom gave me the often-mentioned wind-up Marklin. And the rest, as it's said, is history.

While all interviewed or known subbers seem to be attracted by the dive-and-surface possibility, most also seem sensitive to the attention they draw from observers/spectators and fellow builders. But many potential participants appear to be scared off by the perceived difficulties...talk and encouragement not-with-standing.

Next month, "The Sub Subject" will give any overview of the sundry rescue (life-saving) options that have been developed and proven over most of the years that subs came to grief. Till then, I offer you my salaam.

Romanus Unicum



(Continued from page 3)

main entry point for the Klondike.

CP began to dispose of the un-needed fleet of sternwheelers, and reorganize its coastal fleet to serve the Skagway connection.

The **MINTO** and **MOYIE**, which had not yet been reassembled in Vancouver, were sent to Nelson and Nakusp, and served the Kootenays many years to come.

All this, in less than a year.....

As Robert Service said: "There are strange things done in the midnight sun..."

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Paddlewheels on the Frontier Vol. 1, BC Outdoors Magazine, Art Downs, 1967

Paddlewheels on the Frontier Vol. 2, BC Outdoors Magazine, Art Downs, 1967

Quotations from "The Cremation of Sam McGee" by Robert Service. 1907



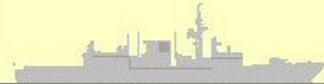
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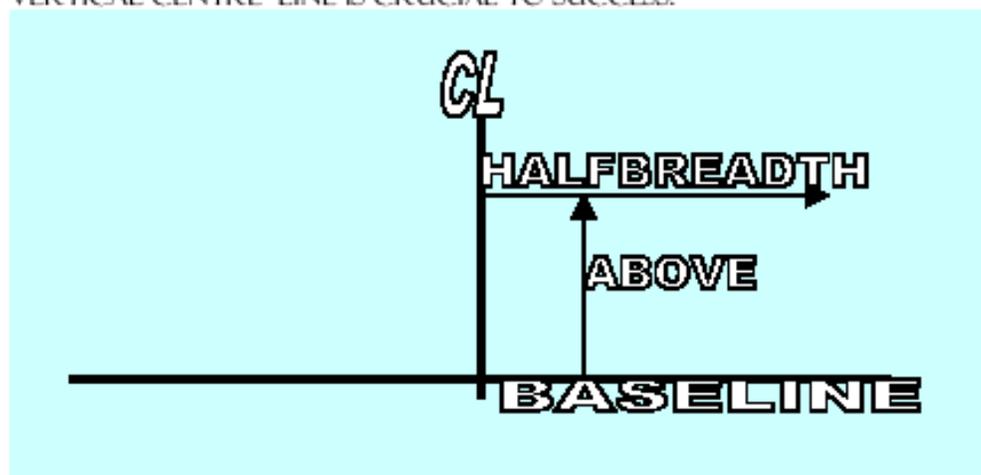


LOFTING

LOFTING – AN INTEGRAL PART OF BOATBUILDING

IN ORDER TO BUILD A PERFECTLY SYMMETRICAL BOAT HULL, THERE ARE CERTAIN RULES THAT MUST BE ADHERED TO. I WILL DO MY BEST NOW AND IN THE FUTURE TO DEMYSTIFY THE PROCEDURES INVOLVED.

UNDERSTANDING THE TABLE OF OFFSETS, A SERIES OF MEASUREMENTS TAKEN FROM A HORIZONTAL BASE LINE AND A VERTICAL CENTRE LINE IS CRUCIAL TO SUCCESS.



IN MOST NORTH AMERICAN PLANS (IMPERIAL MEASUREMENT) THE DISTANCE IS GIVEN IN FEET, INCHES AND EIGHTHS. 1 FT 6 3/8 INCHES WOULD BE INDICATED AS:

1 - 6 - 6

FEET - INCHES - EIGHTHS

IF YOU AT ANY TIME WISH ME TO CLARIFY ANY POINT IN THIS ARTICLE, PLEASE FEEL FREE TO PHONE ME AT (250) 478-6884. BEST TIME IS 18:00 TO 21:00 HRS (PST).

REMEMBER THERE ARE MANY GOOD BOAT AND SHIP PLANS LYING AROUND IN OFFSET FORM ONLY AND WILL BE LOST FOREVER IF NO ONE CAN DECIPHER THEM.

SHEET NO. ONE BY KEN ENSOR ©2008



Finances

Tom Pound presented his financial report at the January executive committee meeting, completing a long term as Treasurer. The Club is in good financial shape, and the Club's financial records are in good shape as well.

As your new Treasurer, I'll keep the executive up to date on the details, and I'll keep the members up to date with a short overview at our monthly meetings. If any members want more information on Club finances, please ask - it's your money!

Thanks to Tom for his good work over the years.

Mike Creasy
Treasurer

The Sailing Scene

Another busy month on the sailing front. Following the first of the annual Spring Series at Beaver Lake, we have returned to our regular schedule.

We keep getting good turnouts for our regular sail days and the weather has generally been good for sailing. Our first day in February brought more of the strong winds that we had seen the week before at the Series event but from the other end and not quite so strong.

Last weekend we had 16 (at least) boats on the water for our Sunday sail. That was just fantastic. Ken Lockley had his boat back in the water and sailing well, leading at least one race at one point.

In between that we had the second event in the Spring Series over on Saltspring. I'd like to tell you that VMSS sailed away with the trophies but you had to rely on me scratching out a 5th to represent us. Dave Taylor endured for an 8th place on the day. Very light winds and lots of weeds and reeds.

We are off to Lake Cowichan near the end of the month for Round 3 of the Spring Series and I hope we see a good representation from VMSS on the starting line.

The offer of another Monster Garage tuning session is still on the table but I would have to say that no one has tapped me on the shoulder yet so it is resting right now.

Powell Cup will be coming up in the next short while. We'll try to have detailed info on that in the next issue.

See you on the lake.

-Barry

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 2007. **Questions:** email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!



Subject: Maple Bay Marina Model Boat Show & Run 2008

Hi Dave: This years event runs here at **Maple Bay Marina, May 16-19th**, with the same pool and table set-up as last year, and **NO RAIN!!!** A few changes to the towing and navigation courses and competitions, to make it fair for **ALL!** Please let your club know!!! Thanks **Mike Wright**



HYP photos by Mike Woodley.

