

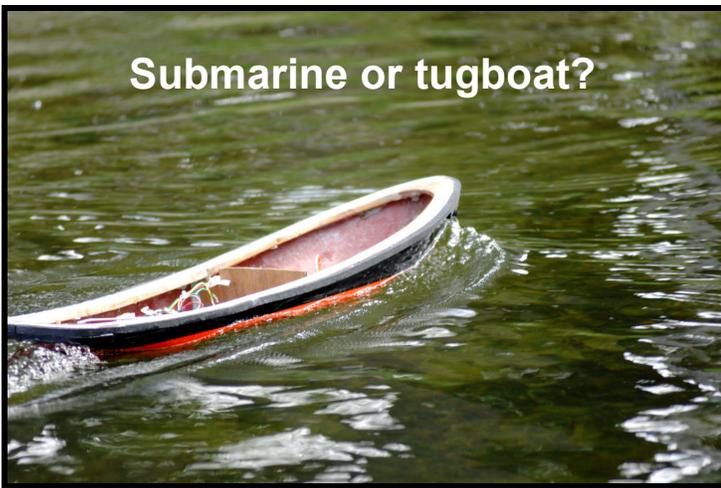
The Binnacle



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



Yahoo! Newsgroup : VIRCB
 Vancouver Island Radio Control Boaters



From the Bridge

Hi Shipmates

I would like to thank all those who helped with the organisation of today's "*Battle of the Atlantic*" commemoration event up at Harrison Boating Pond. Due to the great press coverage and superb weather we had a great turnout from the public to watch the event.

We had about 20 boats on the water for the sail past including a large number of naval vessels giving us a good representation of the type of vessels involved during the actual campaign.

The layout of the course on the pond was very well done by Rob Ross it gave the impression of a well run and organised club.

It was good to see many aspects of the club activities being demonstrated after the sail past. This has prompted many questions and interest from the people watching and possible new members.

As usual excellent hot dogs from the catering team that were well received by the members and in some cases the general public. I was pleased to see many club members at the lake with a good show of model boats for people to look at and ask questions about.

In 2 weeks time there is the Maple Bay Regatta, May 16th – 19th, hosted by the Nanaimo Club. It is one that we as a club have supported with our members taking their boats or just themselves up there to have a look or have a go at their boat handling courses. I hope to be there for the next leg of the "All Island Regatta Series" on the Sunday so will hopefully lots of club members there as well.

Our next big event will be the Tall Ship in June, 26th – 29th. If you wish to be part of the support team please let Bill Andrews know, if you have not already done so, as it will be too late on the day due to security clearance and photo ID passes being required. From reports that I have had so far it would seem that the number of hands showing willingness at the last meeting does not match the list of names that Bill has so far, **so come on get off your butts and support Your club.**

Dave T

ON THE RADAR

INFORMATION ON UPCOMING EVENTS

- MAY 16th-19th Maple Bay Regatta
- MAY 25 All Island Sailing, Saltspring Island
- MAY 31-1 June Western Canadian 10M Regional
- JUNE 26-29 Tall Ships, Inner Harbour
- JULY 6 Strawberry Festival



MEETINGS: Second Thursday 7:30-9:30
 313 Brunswick Place
Next is June 8th, 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 May 18, 2008!!



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

Victoria Model Shipbuilding Society

General Meeting – April 10, 2008

Call to order: 7:30 pm

Present: 24 members

1. Outreach: All is well.
2. Club Finances: Mike Creasy reported the club is in good financial shape. We have 39 single memberships, 5 family and 1 corporate.
3. Pirate Days at the Maritime Museum were successful but more volunteers are needed. Next year 2 hour shifts will be used.
4. Dave Denton & Rob Ross have volunteered to organize the Battle of the Atlantic on May 4th.
5. Several tug contests are scheduled for the Boat-a-thon on April 27th at Langford Lake. All boats are welcome.
6. Dick Gill has volunteered to look after one of the club boats.
7. The frequency board is to be used at our events and members are encouraged to use the 20-minute rule.
8. Adjourn business portion & break
9. Len Thomas spoke about the various projects & ships he worked on during his 32-year career at Victoria Machinery Depot.

Adjournment 9:10pm

Respectfully Submitted
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

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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!!

THE SUB SUBJECT

Last month's column dealt with crew's ESCAPE from disabled submarines. Now, in condensed form, a brief revue of RESCUE equipment and procedures is dished up or out.

PART II: RESCUE

WHILE THE MOMSEN LUNG AND ITS now more sophisticated and more elaborate apparatuses have proven their life-saving capabilities, they are of little assist in these two crucial circumstances: (1) depths greater than 500 feet and, (2) physically handicapped or outright disabled crews. Under those conditions, RESCUE (outside help) is the sole option. But that's easier to specify than to implement. Even the most up-to-date gear needs specialized crews (divers, medics, etc.), a fully outfitted mother ship, plus the incredible and onerous need for world-wide, on site deployment within 72 hours. How about that?

Back in the '20s, "lung" inventor "Swede" Momson was working out possible designs for a rescue chamber. He soon started primitive, low-budget experiments with a pickle barrel cut in half to which a platform was attached, so that a person could stan up—head dry in the half barrel. Swede was on the right track, but much, much more was needed.

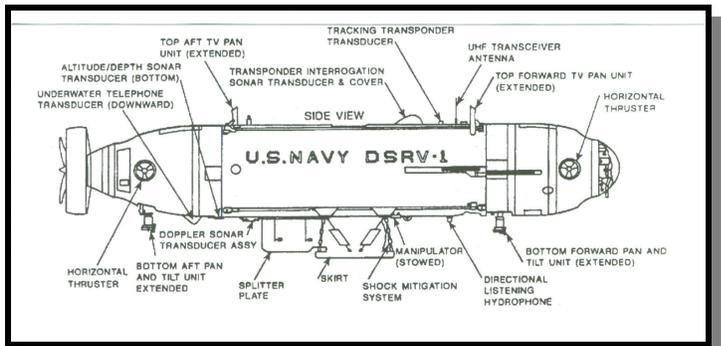
His first operational bell was built of steel, had a bottom with a central hatch that was encircled by a steel ring with a grooved rubber gasket that would match up with an also steel counterpart (like a big washer) around the stricken sub's escape hatches. A vacuum pump in the bell/chamber assured the leak- and pressure-proof seal between bell and boat.

Getting the bell positioned and sealed to a sub's adapter required divers to go down and attach guide cables to lugs on an escape hatch's "collar". That done, pneumatic motors inside the bell winched it down to its target, and Bob was or could have been everyone's Uncle. Oh yea? Not quite so.

Just for one thing: the barometric pressure in the boat, bell and on the mother ship had to brought to an about equal value. To date, most often, those rescued have to still bide their time in a decompression chamber aboard the mother ship. That's merely one of

may more hoops to jump.

These days, Italy, Turkey and, as a stand-by the U.S. Navy still use Momsen's Bell (The McCann Bell") its limited human cargo capacity has led to the development and operation of Deep Sea Rescue Vehicle (DSRV) that can at a go accommodate three or more times as many sailors. And with the clock ticking and weather conditions forever fickle ... that's mighty important.



The RN, RCN, USN and RAN either possess or have access to DSRVs of various design and *modus operandi*. Some are operated through umbilicals for communications, maneuvering, air supply, descent and ascent. Others can be set to work as free as non-farmed fish.

The Australians, for example, have their seven-seat REMORAs (sounds like a wine from down under, but likely is an acronym to which "remote" made a husky contribution). Remora was designed and built in North Vancouver. The RAN has two dedicated, fully equipped mother ships for its deployment, but actual operation is farmed out to an independent contractor. That's no longer uncommon. Private enterprise experience with off-shore drilling has seen to that. Now: another significant hurdle: transportation (access).

Subs can't give notice of where and when they'll come to grief. With that and an about 72-hour time limit for rescue in mind, the logistics of deployment are formidable. Short of tailing every sub on patrol, solutions/compromises had to come into play.

(Continued on page 6)

Old Wood & Rusty Iron – by MIKE CREASY

FORGOTTEN FAIRMILES

Coastal Forces – E Boats – MTBs – MGBs – some of the better known players of WW 2. But where did Fairmiles fit into this picture? What were they? And how did they fit into Canada's naval history?

Canadian-built Fairmiles were a modest wooden boat with few redeeming features; they weren't very fast, they didn't carry much armament, and didn't figure in any major sea battles of WW 2.

But, they were cheap and easy to build, and they performed many of the "gopher" tasks of inshore patrol, rescue, courier duty etc, thereby releasing larger ships – and smaller, faster boats - for the glory jobs.

Developed in pre-war England, the early Fairmile A model had three Hall Scott Defender gas engines, but difficulties with supply led to the twin-engine installations found on the model Bs. The Fairmile name came from the country estate of the designer, Sir Noel Macklin, in Surrey England near the shipyard of the same name.

Eighty-eight Fairmile Bs were built in Canada during the war; hundreds more in other Commonwealth countries. Eighty went into RCN service, while eight went south to the US Navy. Average cost was around \$81,000. The ship itself had a plywood sheathed, 112 foot hull with a round-bilge shape as opposed to the hard-chine, planing hulls found on most of the faster boats. The difference, of course, is that the slower displacement hulls are better able to handle rough seas, while the fast planing hulls are often forced to slow down in large waves.

Canadian pennant numbers Q 050 to Q 111 were powered by two 635 hp Hall Scott Defenders, giving a speed of just over 20 knots. Numbers Q 112 to Q 125 had 850 hp Stirling Admiral engines, and one boat – Q 095 – was fitted with a pair of V12 Packards.

Don't forget that today, the military is often seen as an innovator, using new technologies in new ways to reduce risk and improve efficiency of attack. But this is a new role for land and sea based powers, pushed by the speed of change in the 20th century. Prior to that, most military command structures were steeped in time-honoured traditions, ever aware of precedent and chain of command. New ways of doing things, especially in peacetime periods, were often dismissed either as lunatic ideas or as dangerous measures that could render entire fleets obsolete.

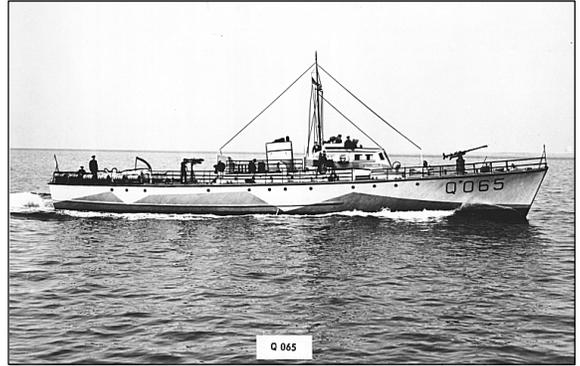
And so it was in early 20th century navies, when battleship Admirals faced such strange new concepts as boats that went under water and bombs that fell from the sky.

The huge small-boat Navies of WW2 had their beginnings in the "spar-torpedo" boats of the 1870s, when problems with torpedo propulsion were overcome by a fixed mounting on the bows of a small steam-powered launch. These early Yarrows boats were made obsolete by 1877, when Robert Whitehead found a way to use compressed air to drive the torpedo on its own.

Presumably, steam launch crews were grateful to Mr. Whitehead, as they no longer had to swim home!

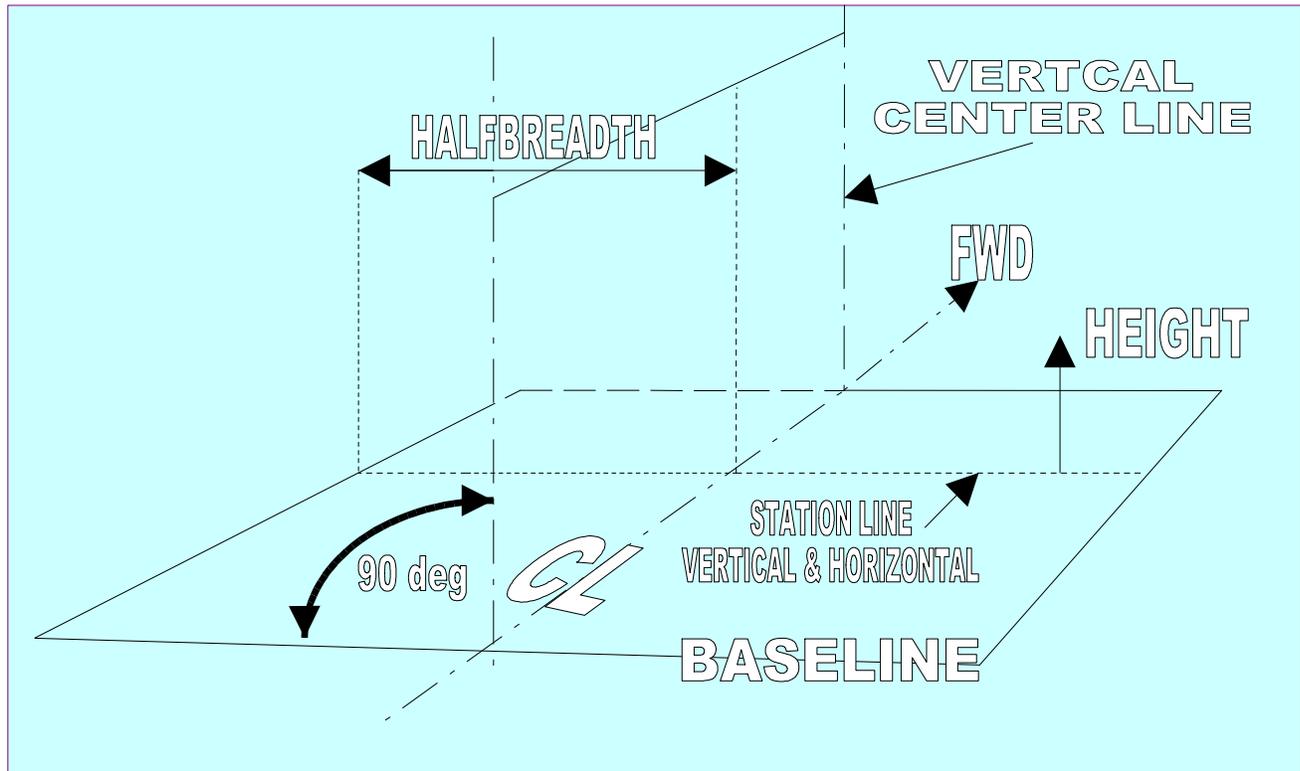
Small boats soon became the preferred launch platform for these self-propelled torpedoes, and because these were minor items on big naval budgets, championed by officers well down the food chain, it was possible to develop both technology and tactics. Boats and torpedoes saw much experimentation in WW1, but the boats soon began to grow, morphing into the new "torpedo boat destroyer" and eventually the large, fast and deadly destroyers of WW2. Military small boat design (and the tactics of their use) really got going once WW2 began. In the period between wars, most Admiralties had little interest in small

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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 TO DEMYSTIFY THE PROCEDURES.



FROM THE ABOVE DIAGRAM YOU CAN SEE THE **2-DIMENSIONAL** LAYOUT IS NOW **3-DIMENSIONAL**. NOW, I WILL USE A TWELVE FOOT FLAT BOTTOM SKIFF AS AN EXAMPLE OF SIMPLE LOFTING. THIS SKIFF WILL NEED RIBS AT THE CORRECT STATION LINES. STATIONS ARE MEASURED ALONG THE CENTER LINES.

THE TABLE OF OFFSETS FOR THE SKIFF ALONG WITH THE PLANS AND MATERIALS WILL BE AVAILABLE AT THE NEXT MEETING.

GLOSSARY OF TERMS:

CHINE	WHERE SIDES MEET BOTTOM
SHEER	WHERE SIDES MEET DECK
KEELSON	INNER KEEL

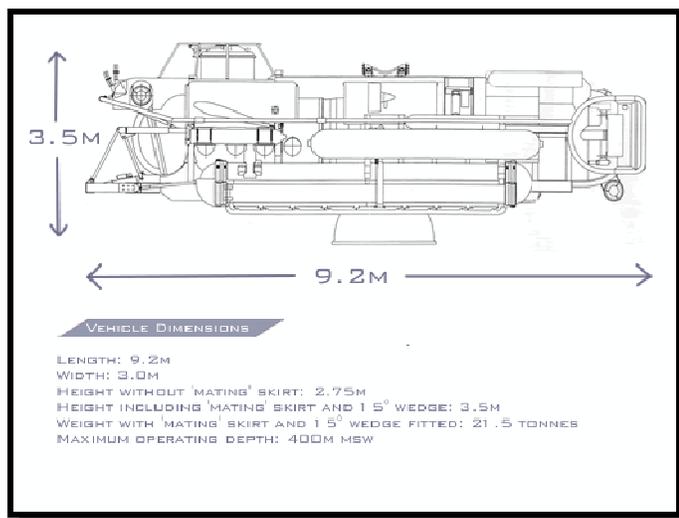
IF YOU AT ANY TIME WISH ME TO CLARIFY ANY POINT IN THIS ARTICLE, PLEASE FEEL FREE TO PHONE ME AT (250) 478-6884. BEST TIME IS 18:00 TO 21:00 HRS (PST).

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.



(Continued from page 3)

The U.S. Navy has or had two DSRVs and five dedicated mother ships—all at the ready in or near their spheres of operation: Atlantic, Pacific, both territorial coasts and another marauder. The RN and RAN also have two each. The Italians and others as well have special-purpose motherships—some with launching/retrieval wells. They also include divers' support, logistics/accommodation and ...decompression chambers. All great, smart and more. But how to get ships and equipment and get it in on-site action?



Well, no nation's pockets are deep enough for massive duplication. So, through NATO, the idea developed to adapt ships such as coast guard, research and oceanographic vessels to fit standardized A-frames at the stern, as well as fasteners and storage compartments. Capital idea, but airlifting heavy DSRVs or bells and tons of accoutrements requires airports with long runways as near to a harbour close to the disaster. Invariably, heavy-duty ground trans-

portation must be found—all of which has to be organized and co-ordinated within 72 hours. Not impossible, but very difficult.

The U.S. Navy has avoided some (but only some) of those problems. One of their DSRVs, the Mystic, can be carried by any one of their nukes, can travel to the stricken boat and then act like any other rescue vehicle. But even so, many pieces of the puzzle have to fit before the DSRV can get to its destination and go to work. Sure happy it isn't my problem. What, for instance, if the casualty lies under a greater than 60° angle? A Norwegian team failed to get to and open the Kursk's hatches. And they're so slouches.

Despite space limitations, it's hoped that this synopsis offers a glimpse of insight on what all it takes to save a submarine's surviving crew. To be noted here: NATO has fostered intense co-operation and standardization among member nations with sub fleets. Even non members such as China, Japan and Korea are willing to play ball.

This month's column completes a DEC-ADE of "The Sub Subject". Every effort will be made to keep the ball rolling. But first things first: an updated index is in order, then in July some minor safety issues will be addressed.

Romanus Unicum



Canadian Navy Centennial 2010



The Canadian Navy's Centennial is 2010. They are getting ready and have a website

http://www.navy.forces.gc.ca/centennial/home/welcome_e.asp
and a real cool logo as an identifier (this isn't it—the real one is trademarked, and they have a plank made for walking if I use it!). It was nice to see a lot of Naval vessels at the Battle of the Atlantic Regatta. If you haven't started on a naval vessel, get going—time is running out!



Trim Those Sails

Barry Fox

The wind powered group has had a pretty busy spring between our regular sailing days and a series of regattas held at other locales around the Island.

We have also had a tremendous round of spring winds to sail with. It seems that, in spite of the professional forecasters, we have had everything from pretty decent to outstanding wind at every sailing day so far. We have had a couple of moments of drifters but mostly those times have gone by fairly quickly and it has been back to great sailing weather.

On the series front, the last event will be on Saltspring Island on May 13th and the series has been well attended by VMSS skippers with 6 of the top 10 in the one metre class are from our club. Dave Seager is riding out front right now with two overall event wins so with a decent sailing this coming weekend he could bring home the gold.

Coming up next month is the Canadian IOM National Regatta, also to be held on Saltspring Island. It looks like there will be close to 20 boats in attendance with entries from Ontario and California in addition to those from around Vancouver Island and Vancouver itself.

If you want to see some nice boats that are sailed very well then you should plan to come have a look on at least one of the days for the event. It will be held June 1st through 3rd at the Saltspring Island Sailing Club facility and sailed in the waters of Ganges Harbour off the breakwater dock there.

Later in June, the annual Powell Cup event will be held at Beaver Lake. This is always a fun event and with Ken Lockley organizing again this year it should be another great chapter in the history of the event. This year the event will only be comprised of the ports of call component so that should make for some interesting results.

Additionally, we want to host our members with power boats to their own version of the event. They will compete for a new award and hopefully we can turn this into an annual, all members kind of event. So get your tug boat, freighter, battleship, or whatever boat you float, ready to run the marks and be the inaugural winner of this event for power boats. Mark June 17th on your calendar and get those batteries cycled up to maximum capacity.

And we are almost to Strawberry Festival time. This is a great event that gets all of our boats out to Beaver Lake to enjoy a full day of sailing fun, good companionship and, of course, some great strawberries and ice cream. I'm sure you will see more details elsewhere soon but do plan to attend.

And the next big news is that we will be hosting the next most important IOM regatta in Western Canada in September. The

Western Canadian Regional IOM Regatta will be held September 15th and 16th, most likely at Beaver Lake. One interesting thing about this event is that we are holding it the same days as the Eastern Regional version so we have a chance to brag to the world that we had the most Canadian IOM boats on the water at the same time ever. I expect that entries will be primarily from around here and a few from the mainland but with all the boat building going on we could have 15 or so boats vying for the title.

I am going to need some assistance to run the event so if any non-IOM skippers and members would like to help please let me know and I'll start assigning duties.

On the technical side of things; some of you have acquired Spektrum radios over the last while and are enjoying the benefits of no crystals or frequency conflicts and the features of the computerized radio systems at a fairly reasonable price. Now Futaba has released their version of the technology using a slightly different approach to using the 2.4 GHz band.

Turns out Futaba has been building and selling wireless manufacturing control systems for maybe 15 years and have had to make their systems work in some fairly "radio hostile" environments. Instead of locking onto specific channels, they use a frequency hopping approach and the system uses all available channels but skips to a new one about every 2 milliseconds. The idea is that if there is any signal loss on one channel then it will quickly get to a channel that is working and control will be virtually seamless.

I've acquired one of the systems and will be trying it out shortly to see how it works in our sailing world. Stay tuned.

So trim you sails, charge your batteries and come out and join us on our sail days.

-Barry





(Continued from page 4)

boats despite the lessons to be learned from their use in the first world war.

By the 1930s, some countries were building a few small boats for naval applications, but with limited interest. Small boats were generally left behind as the focus remained on big ships and big guns. One notable exception to this trend was Germany - forced to look closely at small boats by the limitations of the Treaty of Versailles. The German Navy began serious development of the Schnellboote (fast boat) in 1928, and had a clear edge in numbers and tactical applications at the start of WW 2. Another important advantage held by the Germans was the new Daimler-Benz diesel engine, powerful and reliable, using a fuel that didn't tend to explode when the shooting started.

The Royal Navy ordered some new-fangled Motor Torpedo Boats from the British Power Boat Company in 1935. These 60 footers had three Napier gas engines giving up to 33 knots. Other builders saw the potential, and came up with their own designs. Vosper built a 68 foot craft, and Thornycroft and Fairmile both hit the drawing boards.

Hundreds of 68 foot Vosper MTBs were built, as well as a longer 73 foot version. These boats and their derivative Motor Gun Boats formed the backbone of the Allies' famous Coastal Forces in WW2.

Fairmile also produced the C model; 110 feet with three Hall Scott engines giving a speed of about 27 knots. 24 of these boats were produced before modifications led to development of the Fairmile D.

The D model could carry torpedoes, go fast and operate further a field in miserable weather. Over 220 of this combined MTB/MGB model were built; 115 feet with four 1,250 hp Packards, able to make about 30 knots.

The RCN didn't buy any of the later model Fairmiles, but Canadian crews manned the 29th and 65th Coastal Forces Flotillas using surplus Royal Navy D models and other types. These Flotillas were in the thick of the battle much of the time - a story for another day. Meanwhile, Canada's B models sailed on between Newfoundland and Bermuda, fighting heavy weather and ice instead of E-boats and Stukas.

Fairmile hulls were used for a variety of things after the war as well - everything from island ferries to luxury yachts, and some are still around, no doubt waiting for the chance to show their stuff again.

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RCN in Retrospect, James Boutilier, Hignell Printing, 1982

The Sea Is At Our Gates, Tony German, McClelland & Stewart, 1990

Manitoba Naval Museum online archives

LANGFORD NAVY IN ACTION!



George's new hydro.



Mark shows George the way

Photos by Bill S.