

The Binnacle



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



!!! ELECTIONS *this month* !!!



"Glen Mura" tug owned by Craig Paterson.



From the Bridge

The Jig is Up!

James Cagney said: "When the jig is up, the jig is up". I have had a good run, with excellent support from the executive. Where would I be if it were not for Ron Hilsden keeping me

on track, with the minutes, the suggested layout of the executive meetings, and advice of all things past, like what has worked and what will not, thanks Ron. My Vice President, Dave Taylor didn't have a lot to do, but was ready to jump into the fray at a moments notice, and if you had an electrical problem, consider it solved. Tom Pound our treasurer kept us on track with a severe hand and the end result is a set of books to be proud of thanks Tom.

The rest of the executive also need a real big vote of appreciation, they are the water that this club floats on, without them we would sink. Thanks one and all.

We have club elections next meeting, I hope we all will rise to the occasion, and step up to the plate when the need presents itself.

The Dec. meeting will be our year end round up feast and festivities, we will all go home with elevated blood sugar and spirit to match.

The new year will continue I suppose much in the same way as it has in the past, The hobby show at Can-west will give us a kick-start into the new year. Lets build some new boats this winter and have something new to show. I will be working on a new tug to take to the Maple Bay Regatta,

I think Ken Ensor will have one too, pick just one Ken and go for it. That advice could hold true for a lot of us who are real good at starting projects and then getting sidelined by something else. My wife Marion had a vision a new kitchen by summer. I may have to swerve off course for a short time, but not too long.

Keep your antenna up! **Dave Denton**

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

Dec 13th

Christmas Social



MEETINGS: Second Thursday 7:15-9:15
 313 Brunswick Place
Next is December 13th!



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 November 18th.



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

Victoria Model Shipbuilding Society

General Meeting – 11 October 2007

Call to order: 7:25PM, 27 members, 2 guests in attendance.

1. New Member Bob Ross (Family membership)
2. Sep 30 Boat-a-thon was a success despite the weather
3. Work Party formed to move new bookcase, transfer library and dispose of the old fixture. Bill Andrews, Barry Fox, Ken Ensor, Bob Rainsford and Dave Denton
4. 2nd Powell Cup event will be Oct 21
5. Another Boat-a-thon will be October 28. Hot Chocolate will be the treat. Mike Woodley is suggesting chilli for a winter lunch. He to coordinate with Bill and Mike.
6. Bill Andrews has forms to document member's boats for the club sign and records, reminder to document models so signs are ready before displays
7. Romaine Klaasen suggested that the term for President be extended to 2 years. It was decided that if the 2008 executive decide to review the bylaws, this suggestion will be included.
8. Construction reports
 - Jack Plummer – mini hydroplane of the Langford Lake class
 - Jack Lenfesty – Princess Louise
 - Barry Fox – first of 2 new hulls for the SE IOM project
 - Mike Woodley – 12 foot barge
 - Ken Ensor – 6 foot model of New York tug Sequin

Adjournment 8:20.
RH.

2007 Executive Committee

<i>President: Dave Denton</i>	<i>478-1800</i>
<i>Vice-Pres: David Taylor</i>	<i>652-6480</i>
<i>Secretary: Ron Hillsden</i>	<i>479-5760</i>
<i>Treasurer: Tom Pound</i>	<i>595-6487</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: Rick Rainsford</i>	<i>382-0898</i>
<i>Sailing Director: Barry Fox</i>	<i>294-0350</i>
<i>Director at Large: Ken Scotten</i>	<i>472-6187</i>
<i>Director at Large: Ernest Reid</i>	<i>652-8579</i>
<i>Publicity: Dave Denton</i>	<i>478-1800</i>

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



What is so special about this watch???
Bill Andrews tells all next month!

Nominations Committee Report November 5th, 2007

The search continues for the position of President. Nominations for all positions can be made from the floor at the Annual General Meeting on Thursday, November 8th, 2007.

The Chair would like to thank the following members who let their names stand for election:

Vice President	Ken Ensor
	David Taylor
Secretary	Scott Munford
Treasurer	Mike Creasy
Director	Barry Fox

The following members have volunteered to fill out the remainder of the Executive:

Quartermaster	Bob Rainsford
Show Coordinator	Bill Andrews
Binnacle Editor	Bill Sturrock
Publicity	Ernest Reid
Sailing/CRD Liaison	Barry Fox
Librarian & Parks Liaison	Dave Denton
CRD Liaison	Ken Lockley

Nominations Committee: Ernest Reid, Chair, Dave Denton, Bill Andrews

Old Wood & Rusty Iron – by Mike Creasy

BC Shipyards Build Strange Things!

The recent flap about BC Ferries building their new major vessels in Germany has thrown new fuel on an old debate about BC's shipyards. It's a worthwhile discussion, because when you consider the past, you'll see that some very exceptional things have been done on this coast.

Granted, there are always related issues like costs and availability of trained manpower, but when the need is there, BC shipyards have always performed.

Ship building began here in 1788, with the construction of a small sailing vessel called **NORTHWEST AMERICA** in Nootka Sound. Numerous small yards sprang up all over the coast as local trading grew – if you needed a boat you either built it here or brought it 'round the Horn.

Local yards produced dozens of wooden vessels through the 1800s, taking full advantage of the abundant supply of wood to build boats for fishing, towing and freighting. By 1851, the British Admiralty had begun to recognize the need for a Pacific repair base to support the Royal Navy's efforts to protect British interests. Esquimalt was the chosen site, and the new naval base began to take shape. The first drydock was completed by 1900, and added a new dimension to BC's ship repair capabilities.

However, as iron and steam became popular, BC lost its



material advantage since there were no sources of steel and iron out west - everything had to come by rail from eastern Canada or even England. A good example is the construction of the **PRINCESS MAQUINNA** in 1912; plates and machinery were sent out from Scotland, to be assembled by BC Marine Railway Co. in Esquimalt.

Wooden tugs and coastal vessels continued to be built for the home trade, and gradually a few machinery makers (such as Albion Iron Works) had established themselves in Victoria and Vancouver. As well, some of the larger yards made the

investment in plate rolling equipment necessary to build or repair steel hulls.

With the start of World War 1 in 1914, BC shipyards were called on to build steel-hulled freighters. 20 of these ships were built, providing a short-lived boom for the industry. Of course, freighters weren't the only things being produced.

In 1915, the Electric Boat Company of Connecticut took on a contract to build 5 submarines for Russia. Because of US neutrality laws, the boats would be built in Vancouver, using parts supplied by EBC, and moved to Russia in sections for re-assembly.

The project required construction of a new shipyard at Barnet, on Burrard Inlet near Vancouver. Steel was shipped via the adjacent CP Rail line or using barges from the yard in Seattle, and these five boats were built in short order – the first two ready in 6 months. Once the job was completed, the yard was closed and the machinery taken away. Amazingly, another submarine order was placed in 1917, and yet another new yard was built – this time on the Vancouver waterfront. A number of boats were built and crated, but then “political difficulties” arose with Russia, and the fate of these boats is unclear.

With the end of WW 1, BC shipbuilding reverted to its pre-war levels. Yards built only small ships for domestic trade, and ship repair became the order of the day. The start of WW 2 changed that, of course, as BC yards were called upon to produce the famous “Park” and “Fort” ships – 10,000 ton steel freighters. This boom was followed by the predictable bust at the end of the war, lasting until the start of BC Ferries construction in the 1960s.

The industry has struggled along since then, with a few ferries and naval ships to keep everyone's interest up while the skilled labour pool retires or drifts away. Today's high dollar will do nothing to enhance BC's competitive position in the world market, and it's highly unlikely that government or private industry will make the kind of capital investment needed to compete in terms of scale – the big European and Asian yards are huge; BC yards are tiny by comparison.

So, the boom and bust cycles are nothing new but hopefully, BC shipyards will continue to produce a few unusual floaters in the meantime – fast cats come to mind...

The answer does seem obvious, doesn't it? Start a war and build submarines!

Bibliography

Beneath the Surface, Bill Lightfoot, Cordillera Books, 2005

Shipyards of British Columbia, G.W. Taylor, Morriss Publishing, 1986

Tin Pots and Pirate Ships, Michael Hatley & Roger Sarty, McGill - Queens University Press, 1990



Sub Subject

The appointed volunteer research team came through. Ron Hillson and Scott Mumford stopped just shy of employing jackhammers and fire axes on their computers but, in the end, enough material on model submarine purveyors to make it spill over into next month's column. Still, it appears that in recent years a number of them either packed it in or pared down their advertising budgets to zilch, nada or diddly squat. Then again, new names arose. The selections to follow were influenced on the basis of details provided. Most of the names represent relatively small operations, offering mail order access only with prepayment requirements. Therefore, few hobby shops (except, perhaps, some of the few big-time distributors) can afford to stock slow moving items such as model submarine kits. "Asi es la vida," Spanish speaking hobbyists would say.

So here goes, with more to come next month. And at that time I'll offer some judiciously worded comments and conclusions.

PART I

ALANGER (Russia)

Their 1.350-scae static mode of a USSR Delta IV boomer drew a mixed review in the September '07 SubCommittee REPORT. The reviewer suggests that, at a length of 18.5" it could be adapted to R/C. He cautions that there are discrepancies between illustrations and the plastic parts included. No price or contact address is given with the review. The reviewer offers a "B" to "B-" rating.

BARNSTORMER BOATS (Clay, Michigan, USA)

This outfit lists two kits (?): a DKW 80" long Type II U-boat for US \$299 and a 60" Los Angeles for \$249. (Hey, that calculates to \$2.47/" for one and \$4.15/" for the second!) Either way, not much "caboodle" can be expected with these "kits." Most all likely they include just hulls, sails and extension.... seems to be quite common in the trade.

ENGEL (ALEXANDER KG, Germany)

The name "Engel" in R/C modeling and, for sure, in submarine modeling, has a superb reputation. A major reason for such is the Engel Ballast Tank System...a cylinder in which a motor-driven piston can be moved to decrease or increase the on-board air or water. High precision in the weight calibration is its key feature; but, apparently, it draws a lot of 12V juice. Beyond an array of accessories and sub-assemblies, Engel offers these nine tabulated kits. Euro prices converted at 1.43/C\$.

USN SSBN-599	56"	\$1,071
USN SSBN-616	51"	\$1,137
DKM U-19 Type 206	77"	\$1,286
USSR Akula K-317	48"	\$1,429
DKM U-177. Type IX D2	77"	\$1,466
USN SS-212	78"	\$1,466
USSR TK-206	68"	\$1,856
USN SSN-571	60"	\$1,856
DKM U-203 Type VII/C	77"	\$2,930

At those prices, it seems safe to assume that all nine come as complete as kits can come...save and except, perhaps, TX and RX.

FX MODELS (Terryville, Connecticut, USA)

With US coin at par, FX offers a 36" model of the Alvin deepsea research vessel, and also the USN's Seawolf. No further info on the website.

GPI MODELS

Taking the British pound at \$2.02 Canadian, GPI currently offers these six kits:

HFM Deep Dive VI (no size given)		\$202
USN N-21 Seawolf	35.5" (Made by Robbe)	\$273
DKM U-25	No size given	\$444
DKM Type VII/B	(By Robbe) Remember Jack Plummer's ? 44"	\$485
DKM U-47	67"	\$606
DKM U-2540	75.5"	\$768

By the looks of it, GPI is a retailer/agent; not a maker. Also note the relatively modest prices. These are likely to involve basic kits, hulls and extensions.

NORTH SEA FLEET (UK)

Translated from Sterling, these four kits are out:

USSR Kilo (Prototypes widely exported)	30"	\$535
USSR Alfa	33.86"	\$556
USN Los Angeles SSN	45"	\$596
USSR Oscar SSBN	63"	\$1,200

OTW DESIGNS (London)

No less than these 10 offerings:

RN Trafalgar	47"	\$576
RN Vanguard	57"	\$646
DKM Type 23, WWII Coastal Sub	55"	\$657
RN Upholder (yea, yea)	55"	\$677
DKM Molch (like mine)	48.25"	\$778
SRN Swedish Naken Coastal Sub	65"	\$854
? X-51	54"	\$939
RN Oberon	74"	\$960
DKM Seehund (Like Len Gibb's)	53"	\$1,060
DKM Type VII/c	82"	\$1,565

Note that OTW markets extensively in the North American market. There must be owners around with opinions.

SCALE SHIP MODEL STUDIO (USA www.scaleships.biz)

USSR Akula-II	+/- 60"?	\$360
USSR Oscar-II (The "Kursk")	60" Plus	\$620

As usual S/H is extra. In the basic hulls and extensions kits, brass seven-bladers are included. Going by publicity photos, the hulls' detailing is top class.

Come next month, "The Sub Subject" is to regale you to more of the same (but different, of course) and general comments.

Biddy bye-bye for now.

Romanus Unicum





November Sailing

We just finished our first sailing in November and it was a reasonably good day. We had a terrific turnout of almost a dozen boats and set two courses out for the competitive crowd and for our social skippers as well. Lots of room for everyone.

I tried a new course (for me at least) and I think it worked out fairly well so maybe we'll try some other setups along the way and see how that goes.

There was marginal wind at times but an otherwise beautiful day. Great fun and Great friends.

I'm going to try to have one more "formal" sailing event in the next few weeks so keep your ears open for an announcement.

I don't think this year will hold much more now though as it is almost the end and if we can get our regular sail days in I think we can call the year a great success. For those that have taken advantage of it there have been our regular sail days virtually completely intact so that makes 24 sailing days there. We had a spring series of races around the Island(s) for another 4 events. We had the Canadian National IOM Championship on SaltSpring and our own effort of hosting the Western Regional here. In addition to that a good number of members have taken advantage of a couple of visits to Nanaimo to sail there and a couple of more trips to SaltSpring to enjoy sailing there. By my rough count there have been nearly 36 sailing opportunities presented to our members this year. I would call that outstanding and want to see it stay about the same next year.

There will be some juggling of events but the total count should remain similar and that is really a pretty good schedule to be able to take advantage of.

But for this to work it takes two groups of people.

The first is the people who take the effort on to help organize and operate all the events. While I may be the Sailing Director it is not me that makes this all happen. For the bigger events I have been very lucky to have a good group of Club Members step up to operate the events which has let me sail in the events. To all those people, a great big thanks for proving that this is what clubs are all about – people committed to the hobby.

The second group is the skippers. Without the terrific turnout almost every time we have had a major event or just one of our sail days you have shown your appreciation for the effort of the first group and that good support of our events helps the organizers feel like it is all worthwhile. Thank you.

Elections are later this week so come out and show your support for the Club.

You have a few days left to enter the photo contest. Get your pictures in or you will have to look at mine on all the pages of the calendar for next year!!! And get out with your boats, sail or power, and support the club and show that you appreciate the efforts of anyone organizing our events. It makes them feel good.

See you at the Christmas Party next month.

-Barry Fox

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/>

Flag Sale

All Flags 2 " or smaller are
now \$2.00

All Flags 3" or larger are
now \$4.00

Please add \$1.50 for mailing
Ron.Hillsden@shaw.ca
479-5760

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Photo by Mike Woodley



Photo by Mike Woodley



Photo by Ernest Reid



Photo by Mike Woodley

POWELL CUP 2007

We had great weather and good conditions with 11 boats on the water October 21, for the second running of the Powell Cup.

Each Spring and Fall, VMSS sailors skipper their yachts around a course in a game of Chance and Skill.

We had a total of 13 skippers in the combined series. The listing below reflects total points, but some sailors only sailed once. Awards will be presented at the December meeting. A great day of fun and comradery.

Contact person: Ken Lockley

Bob Rainsford	79 points
Bill Andrews	51
Barry Fox	41
Ron Hillsden	41
Dave Taylor	37
Mike Woodley	35
Ken Lockley	34
Jenny Taylor	29
Dave Denton	25
Lois Lockley	24
Dave Seager	21
Earnest Reid	12
Hans Iten	9

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, 2007.**
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!!