

# The Binnacle

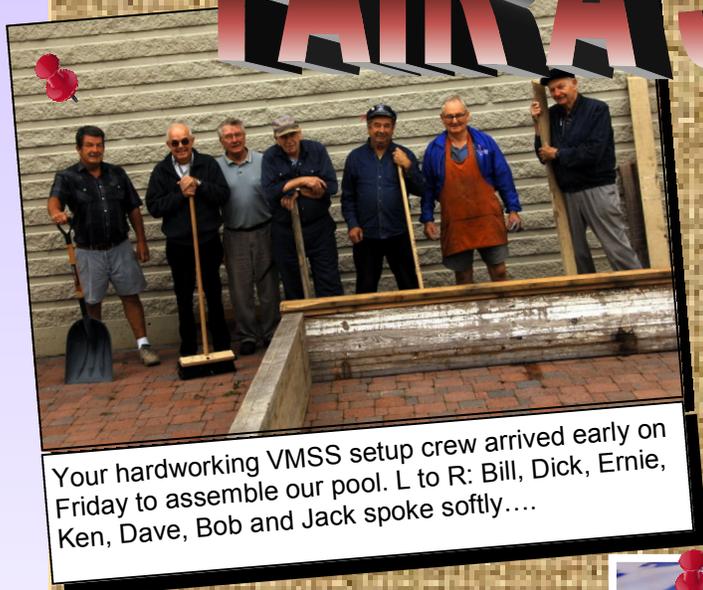


Victoria Model Shipbuilding Society  
Victoria BC Canada  
vmss@shaw.ca  
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB  
Vancouver Island Radio Control Boaters

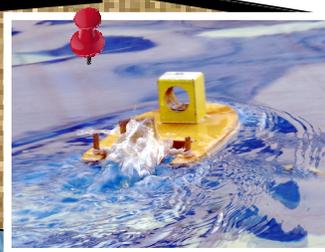
## "FAIR A SUCCESS!"



Your hardworking VMSS setup crew arrived early on Friday to assemble our pool. L to R: Bill, Dick, Ernie, Ken, Dave, Bob and Jack spoke softly....



VMSS member, John Launder, gets the kids lined up at the starting line.



Bill Andrews watches the paddle boat starting line; the races were held every hour and greatly enjoyed by kids and parents alike.



Paddle boats do not always go in the direction intended by their operators! But they were the most entertaining and the coolest act at the Fair.



## Victoria Model Shipbuilding Society

General Meeting – Aug 8, 2008

Minutes not available as of press time. Ed.

### LISTEN UP ALL

Contributions of stories, anecdotes, pictures, and outright lies are needed for the **30th Anniversary** of VMSS and the Binnacle.

Please contact: Ron H., Ron A., Ken L. or the Editor.

## 2008 Executive Committee

|                                       |                 |
|---------------------------------------|-----------------|
| <i>President: David Taylor</i>        | <b>652-6480</b> |
| <i>Vice-Pres: Ken Ensor</i>           | <b>478-6884</b> |
| <i>Secretary: Scott Munford</i>       | <b>382-1673</b> |
| <i>Treasurer: Mike Creasy</i>         | <b>965-6487</b> |
| <i>Show Coordinator: B. Andrews</i>   | <b>479-2761</b> |
| <i>CRD Liaison: Ken Lockley</i>       | <b>477-5830</b> |
| <i>Barry Fox</i>                      | <b>294-0350</b> |
| <i>Parks Liaison: Mike Claxton</i>    | <b>479-6367</b> |
| <i>Binnacle Editor: Bill Sturrock</i> | <b>479-0239</b> |
| <i>Quartermaster: Bob Rainsford</i>   | <b>383-2256</b> |
| <i>Librarian: Dave Denton</i>         | <b>478-1800</b> |
| <i>Sailing Director: Barry Fox</i>    | <b>294-0350</b> |
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**Contributions to the Binnacle are welcomed.**

**Deadline for submissions: Sunday before the monthly meeting. Editor: [vmss@shaw.ca](mailto:vmss@shaw.ca)**

### AS WE GO TO PRESS:

Watch for next month's **30th Anniversary Issue**...it is bound to be a Collector's Item!

Also, we'll have a report by **Mike Claxton** on his trip to the **Foss Cup**. Stay tuned!

## BC Shaver & Hobbies

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## ON THE RADAR

INFORMATION ON UPCOMING EVENTS

28th September BOAT-A-THON at HYP  
 19th October Powell Cup  
 13th November Annual General Meeting



**MEETINGS: Second Thursday 7:30-9:30**  
 313 Brunswick Place  
 Next is October 9, 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 September 21, 2008!



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

## NOMINATIONS

NEEDED FOR

# NOVEMBER'S AGM!



Ahoy Shipmates

Well we come to the end of another month that included the Saanich Fall Fair. The weather was very kind to us this year

with good sunny days but not too much heat. We had an **Excellent** display of boats and I heard many comments from the public on how impressed they were with the models. The new course placed in the pool was well received and a few guests had a go getting round the course. There was a lot of interest from people about joining the club with at least one new member signing up on the day. At a quick count there were about 25 club members that assisted with manning the display during the weekend and in many cases their wives or partners also in evidence helping with the various activities during the day. The assistance of our younger members was also good to see as they send the message that we are a family orientated club and this may encourage others to join.

As usual the paddleboat racing was a great success as was evident by the queues at the start of the racing times. **Thrifitys** as usual came up with the donation of the drink packs that we give out as prizes also **Home Depot** with the model boats kits that we purchased from them at a greatly reduced price. I would like to thank all those that assisted during the weekend.

Thanks

Dave T



Photo by Bill Sturrock

Shipwright, **Dave Denton**, demonstrated the ins and outs of model boat building during his free-time at the Fair. He attracted a lot of attention from the public: young and old alike.



## The Sub Subject

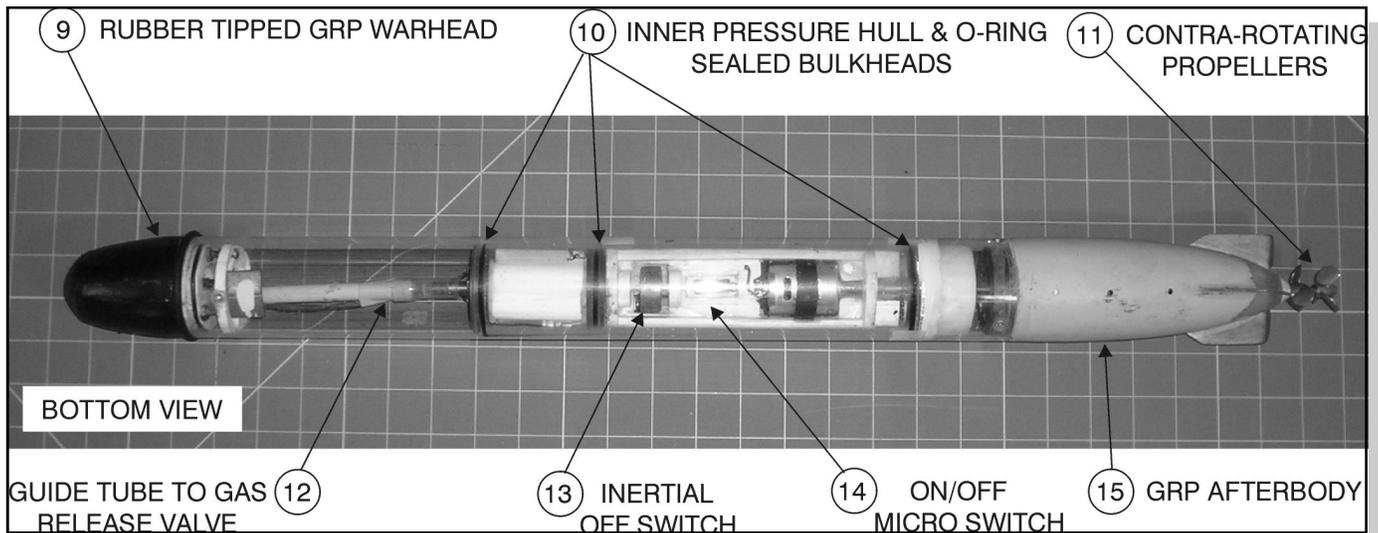
Here follows Part II of the now serialized "Torpedo" tome. Note that the original was not written and published with that in mind, and it is causing some (space-related) problems. The cut-offs are at time inopportune, and it is (for Mr. Ed.) a challenge to match with **Greg Sharpe's** illustrations. But if you keep **The Binnacle** back issues away from File 13 (a.k.a. the "Round File"), all will come out in the wash. Now: on with perceived solutions to the laundry list of proven deficiencies.

### KRIEGSMARINE G7e TORPEDO MODELS PART II

#### Lower Vulnerability to Impact Damage

The mechanical "on" and "off" switches had to go. Modifications had not materially reduced their vulnerability to impact. And both

while the activating magnet (the second part) would be mounted on *Brätwurst's* sponsons for the torpedo cradles. (On a prototype *Mölich*, those sponsons were at least as wide as the G7e's 21" diameter. It is surmised that they also served as stabilizers). But the "off" switch was going to be far more of a challenge. The idea of a switch turning "off" upon impact had lingered in my mind for a long time. The first plan was to have a short lever/pendulum with a weight on its lower end (not unlike clocks of yore). The arm then could be contrived so that it would first close and then break a circuit-after closing the contact with a light shake. But sketches looked a bit Rube Goldberg-ish. A sliding (not swinging) weight would take up less space, would be easier to build and take few parts. Ultimately the design adopted a two ounce, 1inch O.D. lead disc, cast on a 1/8-inch brass shaft. The shaft is tapered on its micro-switch-activating end and is supported by a



required shaft-seals (a.k.a. Sub Tech BHS-1 seals) going through the pressure hull's walls. Penetrations were to be minimized.

For the so-called arming switch, a ready solution was found in the two-part magnetic (reed) switches that activate a bell, or whatever, upon entering or leaving stores or other commercial premises. Readily obtained from an alarm systems retailer/installer, the actual switch part was to go inside the pressure hull,

front and back bracket with silicone tube bearing inserts (labeled 13 in "bottom view" diagram).

So far, test runs have proven the effectiveness of the "off" switch's design, but calibration is finicky. The bearings' friction/fit has to be just right. Too tight or too loose drastically affects the rearward slide upon arming, and the forward one upon impact. Meanwhile, the two

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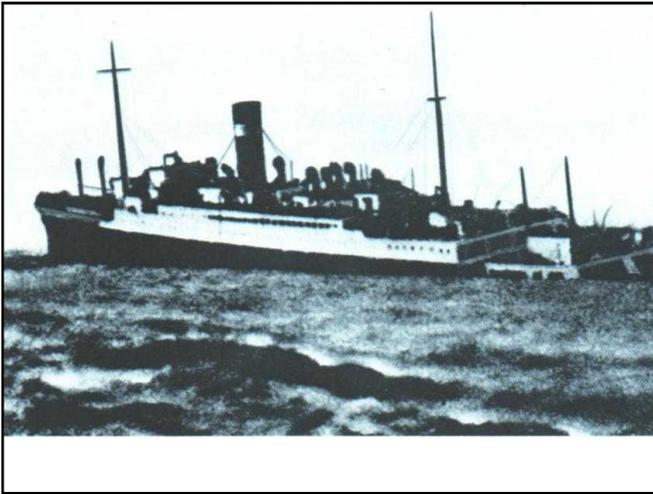


## Old Wood & Rusty Iron *Sinking Feelings in September*

*by Mike Creasy*

The torpedoing of the liner **ATHENIA** on September 3, 1939 was the opening salvo of a war that would soon reach around the world. The 13,580 ton Donaldson liner was loaded with refugees headed for the safety of Canada after a summer filled with threats and rhetoric as the "little corporal" prepared to make good on his promises to the Germany people. Germany's blitzkrieg invasion of Poland on September 1<sup>st</sup> was first move to acquire "lebensraum" - more living space for the people; a kind of code word for colonialism by force. It was also the final straw for Britain and France, both of which quickly declared war on Germany.

In North America, this was still regarded as



some kind of European dispute that would soon get straightened out. After all, a whole generation of many families had been wiped out just 20 years ago in the bloody wet trenches of the Great War..... surely it couldn't happen again?

The **ATHENIA** had Canadians, Americans and Brits amongst her 1,100+ passengers that evening as she rounded the north of Ireland, headed for Montreal. When she sailed from Scotland two days ago her passengers could still hope this trip was only a wise precaution, but hope would fade quickly in the cold waters of the North Atlantic.

The conventions of sea warfare in the First War required that unarmed ships receive advance warning from hostile warships - allowing time for

passengers and crew to take to the boats - before being sunk. The submarine **U-30**, under the command of Oberlieutnant Fritz-Julius Lemp, fired without warning as the **ATHENIA** rounded the north of Ireland. 118 of the 1,100+ passengers were drowned, setting off a storm of outrage in Britain, the US and even in the German Navy.

As news of the sinking broke, there was less room for hope that this would remain a European conflict. More importantly, it seemed to indicate that the conventions of war would be different this time, with less concern for civilians or any of the niceties of battlefield honour.

Lemp claimed that he mistook the liner for an Armed Merchant Cruiser, setting off a furore in the German High Command. A directive from no less than Adolf Hitler himself waned U-boat Commanders to be certain of their targets.

Germany's surface navy took a little longer to open proceedings when on September 30<sup>th</sup> of 1939, the surface raider **GRAF SPEE** sank the unescorted British freighter **SS CLEMENT** in the mid-Atlantic. Always a stickler for honourable behaviour, Spee's Captain Hans Lansdorf gave the crew half an hour to provision their lifeboats and get clear before a couple of 11" bricks sent the **CLEMENT** to the bottom.

For the rest of the war, September would be a nasty month to be at sea. On September 15, 1940, the small Canadian freighter **SS KENORDOC** was sunk (probably by Otto Kretschmer's U-99) while headed for Britain with convoy SC-3. The little laker was unable to keep up with the convoy and became easy pickings for an experienced U-boat skipper like Kretschmer - the man who finished the battleship **ROYAL OAK** at anchor in Scapa Flow. Two days later on Sept 17, the **CITY OF BENARES** was headed to Canada with convoy OB-213. The modern 11,000 ton liner was carrying nearly 100 children bound for safety in Canada when she was torpedoed and sunk by **U-48**. 325 drowned in the sinking, including 77 children.

September of 1942 was particularly nasty for some Canadian ships. On Sept 3<sup>rd</sup>, the **SS DONALD STEWART** was torpedoed and sunk by **U-517** while in the Straits of Belle Isle. She was carrying avgas and concrete for construction of the new airfield at Goose Bay at the time. Sept 5/42 saw the end of the **SS LORD STRATHCONA**, torpedoed by **U-513** while east of Newfoundland. The next day was not good for the 1,700 ton **SS JOHN A HOLLOWAY**, a victim of **U-164** in the Caribbean. Sept. 7/42 was the last for the **SS OAKTON**, torpedoed by **U-517** while in the Gulf of St Lawrence. On Sept 11/42, the **SS CORNWALLIS** was torpedoed

*Continued on page 5*



by **U-514** while at anchor Barbados, but the 5,400 tonner survived and was repaired. That same day, the corvette **HMCS CHARLOTTETOWN** was sunk by a torpedo from **U-517** while returning to Gaspé from escort duty in the Gulf of St Lawrence. Sept 14/42 was the end of **HMCS OTTAWA**, a River class destroyer on escort duty east of Labrador with convoy ON-127. Torpedoed by **U-91** she broke in half and sank, leaving only 67 survivors from her 181 crew. Then on Sept 18/42, the 1,700 ton **SS NORFOLK** was torpedoed by **U-517** off Guyana.

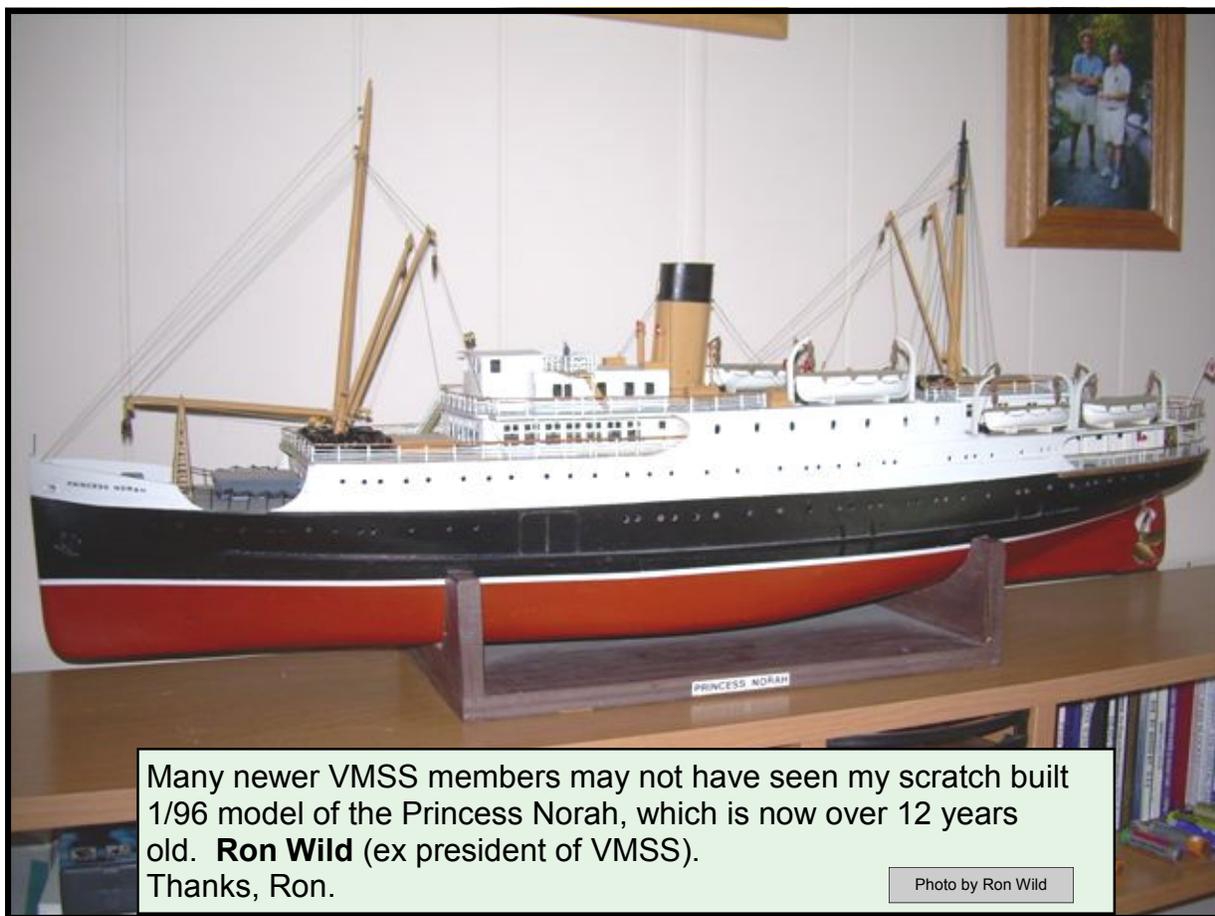
September 1943 was not good for the destroyer **HMCS St. Croix**, which was torpedoed and sunk by U-305 while south of Iceland with convoy ON-202. She had the dubious distinction of being one of the first victims of the new Gnat acoustic torpedo. 148 of her 229 man crew were killed; the remaining 81 were picked up the next morning. The unlucky corvette **HMS POLYANTHUS**

was torpedoed and sunk while on her way to search for St Croix' survivors.

The list goes on and on.... and this small sample is only for one month of the year. So keep it in mind the next time something happens to disturb the peace and tranquility of life here on our idyllic isle. It really ain't so bad!

#### Bibliography

The Far Distant Ships, Joseph Schull, Queen's Printer, 1961  
 War at Sea, Jurgen Rowher, Caxton Publishing, 2001  
[www.uboat.net](http://www.uboat.net)



Many newer VMSS members may not have seen my scratch built 1/96 model of the Princess Norah, which is now over 12 years old. **Ron Wild** (ex president of VMSS).  
 Thanks, Ron.

Photo by Ron Wild



(Continued from page 4)

switch solutions have eliminated two (experienced with the MK-1's) damage and subsequent leak problems. Simultaneously, the inertial "off" switch has simplified the shock-absorbing (foam rubber-tipped) design of the warhead. Should it prove possible to drive up the MK-2's speed to the mentioned scale, that problem may have to be addressed. (A hydraulic shock absorber makes the A-list.)

### Fewer Pressure Hull Penetrations

With the "on" and "off" switch designs adopted, potential pressure hull leaks were reduced by 40 percent from five to three. The O-ring-sealed bulkheads were disregarded since they never gave a problem. Still, the 1/8-inch primary driveshaft exits through a lip-sealing stuffing box, and the two-wire recharge circuit had to get in and out through the foremost (two) bulkheads.

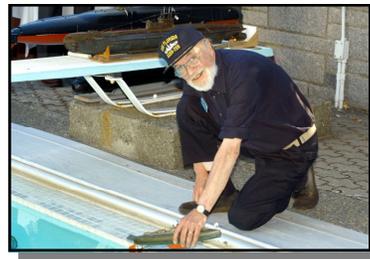
For the shaft, another shaft-seal was called to task. For the battery wires, the tried and true way of driving epoxy coated brass screws through the pre-drilled bulkhead was followed. Chopped off at both ends, the black and the red wires are then soldered to the in and out ends, and coated with liquid rubber on

the outside ends. No sweat.

In all likelihood, the driveshaft bulkhead penetration could have been avoided as well by adopting a magnetic drive design, in which tow disc-shaped magnets face each other inside and outside of the pressure hull bulkhead. The first one driven by the motor; the second one attached to the driveshaft that spins a three-bladed screw. But that would have involved more experimenting in uncharted waters and there was just about enough of that going on in the project described herein. There will be, however, a next time; but when...?

For part III, October's **The Binnacle** issue, the laundry list will continue with the attempt to achieve true, straight-line runs—a topic that could easily cover a "Sub Subject" column.

### Romanus Unicum



## 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](mailto:vmss@shaw.ca) **subject line: "PhotoContest Entry"**
3. Model ships and related topics only, please. **Limit of 3 entries per person.**
4. **Deadline November 15<sup>th</sup>, 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 2009. **Questions:** email to: [vmss@shaw.ca](mailto:vmss@shaw.ca)

**GOOD BOATING AND SHOOTING!!**



## Sailing Into Fall

We had our first sailing of September today and enjoyed great sunshine and really good winds all afternoon. Still a number of swimmers around but the number was down a bit so soon it will be "our" lake again. We got in some very good tuning and had a new person that we picked up via the Saanich Fair come out and use a borrowed boat for the afternoon. He's hooked and will be back. He will be another brand new member for us.

Next month, October 19<sup>th</sup> specifically, will be the annual running of the Powell Cup. If you haven't taken part in this before, you should have. Mark your calendar and make sure you come out. Kind of a cross between a poker run and monopoly on water. Really a good time and the fastest boats don't win, usually.

This year we will also run the same style of event for power boats the same day. We'll keep the course for the power boats in closer to shore so that you won't have to operate in more than a couple of feet of water. The rescue boat will be charged up and ready so it will be a very safe event for everyone.

The day will start at 10:00 AM and go from there. It is expected that the game part will be done by 1:00 or 1:30 and then we will adjust the course and have a regular sail day out of it. It will be fun and . . . . . games.

I hope everyone who stayed over at the last meeting for the sailing talk enjoyed the discussion. It was more about getting to know your boat better than specific tuning so that should have made the information of a more general interest.

Elections are coming up in a couple of months and there will be a number of positions needing filling. Sailing Director will be one of those. I will still be involved but I find my sailing is suffering from too many other things on the go. It may be that we need to take a kind of committee approach to our sail days so that no one is tasked with doing the setup all the time. I would be glad to be on that committee but don't want to be the leader. So think about how that could all work and how you could be part of it.

Not exactly VMSS stuff but the Canadian IOM National Championship Regatta will be out our way again next June. It will be at the Saltspring Island Sailing Club facility again and looks like it will be well attended. So far, just by posting a pre-event notice, we have committed bunch of entries out of the US and likely a few from Eastern Canada as well. It looks like there may be 25 or 30 boats entered. More news later but very encouraging.

Get your photos into Bill today so you can win the photo contest!!!

See you on the water.

-Barry



Photos  
by  
**Barry  
Fox**

