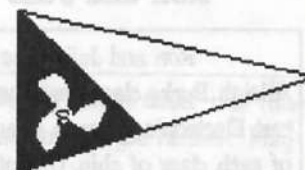




The Binnacle

Season's Greetings



Victoria Model Shipbuilding Society
PO Box 45083 Mayfair Postal Outlet
Victoria BC V8Z 7G9
Email: vmss@home.com



December 1999
Volume 22, Issue 1
[Http://members.home.net/vmss](http://members.home.net/vmss)

Election Results From Last Meeting

Your new executive for Y2K are:

President: Ron Armstrong 391-0101
Secretary: John McHutchion 388-4743
Treasurer: Derek Woollard 658-1150
Directors: Scott Ringrose 744-3048
Dave Seager 474-5415
Mike Gibson 474-6539
Rob Woodward 474-5912

Non-executive positions:

Newsletter Ron and Julie Hillsden 479-5760

A librarian is required. Please volunteer.

Thanks to Ron Hillsden and Ray Bethell for serving on the executive in past years. Wel-

come back Rob Woodward. Congratulations to the re-elected officers!

A Vice President is required. Please volunteer.

Dates to Remember



Jan 13- meeting.

Royal Oak Lions Hall

Feb 3/4/5-CanWest Mall Show

Feb 10 meeting. Royal Oak Lions Hall

Mar 9 meeting. Royal Oak Lions Hall

Apr 13 meeting. Royal Oak Lions Hall

Regular Events

Every Sunday Harrison Pond

9.30-11.00-Power

2nd and 4th Sundays Harrison

1.30-3.00 Small Sailboats

1st and 3rd Sundays Elk Lake 10.30-1.30

EC 12's and Marbleheads

Merry Christmas to all.....

and fair winds and following seas in the next millennium!



Ron and Julie would like to thank all of you who have submitted articles for the Binnacle this year. Special thanks to Romain, Bill Birch and Ken Lockley who have kept us regularly supplied. We would also like to wish all of you Merry Christmas and a Happy and healthy Y2K.

"May all your problems be fixable with glue"

Ron and Julie Back from Nautical Research Guild Conference

Ron and Julie pose with a 1/48 model of an Arleigh Burke class destroyer was built by the US Navy to test Electronic Antenna Imaging. They have a 1/48 model of each class of ship. One of the models of a carrier was also on display (It's bigger than our harbour ferries!).

The hulls are hollow bread and butter basswood which were screwed together until the glue dries. An automotive body grinder does the rough finishing, then it is planned. When shaped, it is covered with clear shellac. The superstructure is screwed together so it can be changed when the ship is modified. .050 brass on horizontal surfaces and 1/32 on vertical surfaces. Copper tape is applied under the joints so the brass can be butt jointed when it is soldered.

In use, the model rotated on a turntable under a large overhead antenna to determine the radiation pattern of a proposed antenna installation on the ship. They can move the antenna about on the model until they find where it works the best. This is a lot cheaper and more efficient than playing hit and miss on the actual ship.

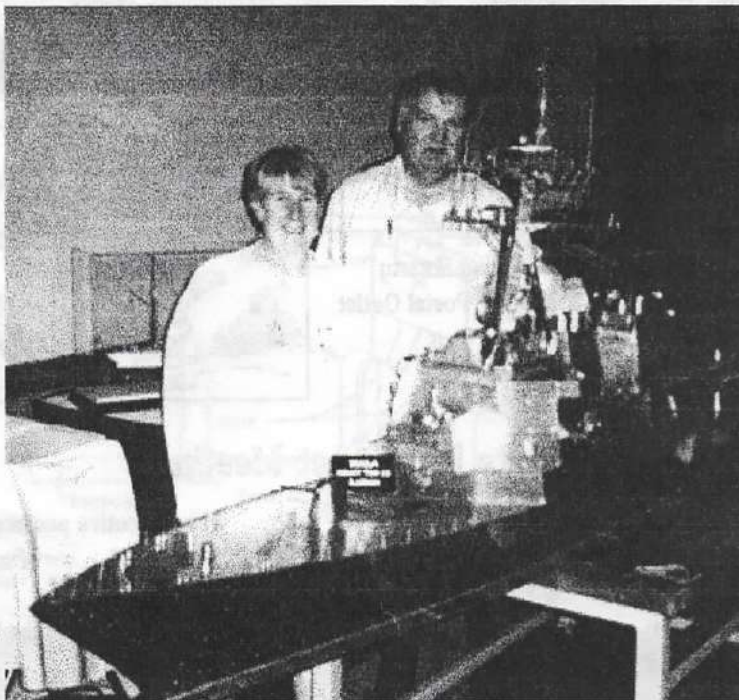
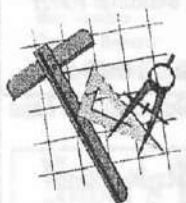


Photo Credit: Some US Navy guy

OK, that wasn't the highlight of the trip, but the model is big and shiny. The Nautical research Guild people and The Maritime Museum of San Diego really put on an excellent show. The venue was the three ships owned by the Maritime Museum, part of the cruise ship terminal and a ritzy hotel across the street.

Ron H.



Tech Tips Internet Discussion on "Making Models Smoke"

Here's the question:

"One thing I would like to ask your club is that did anyone of your members try to install smoke unit in the funnel of their ship. I did try installing the smoke unit from a train set into my Yamato, but the effect wasn't that good. Hardly could see the smoke at all. I would greatly appreciate if you or any of your club members could give any ideas or suggestions. Thanks."

Some of the answers:

I have tried to build smoke generator myself. I used charcoal in one to "smoke" coal ships. It made more smoke than any. But putting a "fire" in my boat is a bit dangerous, and the thing was very complicated to keep working.

Cliff Shaw

There is here in the UK an new smoke generator called Tomahawk Products. Smoke Generator and it is a high output smoke generator. Cost here in the UK £29.95 and available from:

Tomahawk Products,
Unit 402 Western Business Park,
Bournemouth International Airport,
Dorset BH23_6NW,
England

Tele 01202_591294

Also available from Hunter Systems

I have seen these units in full flow and I also have one myself for my 1/48 scale Castle Class corvette. Well worth the money.
George Peat

Cont. on page 5

The "Sub" Subject

Radio Communications and Ballast Tanks

For this second grabbag column, I better get on with the overdue radio communication topic, followed by the ballast tanks' true function and, most likely, the reason for relocation of the torpedo room in modern subs. Hope to get that far, and maybe farther. May even add a Christmas and New Year wish. Hope springs eternal.

Radio transmission/messaging to and from submerged boats remains challenging. The saltchuck, set against fresh water, is a poor radio wave transmitter. Sounds? Yes. Radio waves? No. Any modeler with salt water aspiration (they do exist in England) had better keep the RX antenna above the surface. Yet, according to the results of a U.S. experiment, radio signals on the 75 MHz. band work just fine up to depths of 70 feet in fresh water. But how does it shake down for the real article down, say, 800 feet in the ocean? At even lesser depths, the only possible "transmission" with, for example, an airplane smack above is via very low frequency (VLF). Apparently, though, any such messages mere telegram length take so much time to send/receive that true "communication" is not the operative term—most certainly not in military action. Therefore, VLF alternatives had to be devised.

The three known, least secretive ones are: (1) come up to antenna/periscope depth, and have chin wags as if the enemy were sound asleep or reading the paper; (2) slow down or stop, and raise a spooled antenna on a retractable raft or, (3) commit an encoded message to an electronic tape, stick that cassette into a transmitter inside a float, and let the thing rise to the surface through a multiple-purpose or dedicated airlock hatch. Once surfaced, and receipt of transmission acknowledged, the float will self destruct. And we no longer marvel at the cordless phone?

The workload put on ballast tanks is much lighter than outsiders may think. Yes, they decrease and increase a submarine's buoyancy. Once near-neutral (submerged) buoyancy is achieved though, they can remain quite inactive for long periods. Submerged, almost all changes in desired depth or angle are achieved dynamically, by means of the stern and bow or fair weather planes. Depending on the size of the boat, these control surfaces are huge. For example: the stabilizers (a.k.a. "end plates") on an Ohio-class Trident or "boomer" measure a whopping 16.33' by 16.33'. That's a pretty good size for a summer cottage. In spite of that, owing to the boomers' generous 42' by 520' dimensions, the end plates look like mere afterthoughts.

The dual depth and rudder controls in U.S. Navy boats very much resemble those of a airliner, and the required helmsmen's action are those of a pilot: push forward to dive, pull back to rise, a port heading goes with a twist that a way, and starboard (you already suspected) the other way. Meanwhile, those ballast tanks just slosh away with between 30 to 35 p.s.i. of pressure, and are seldom fully blown while riding on the surface. The nukes, you see, have no pronounced keel, and tend to roll like logs during All Sooke Days. Few crews like that.

In emergencies while submerged, great volumes of air compressed to thousands of pounds can be released into the main and trim tanks. But that causes such a racket, and puts such strain on the systems that it is reserved for life or death situations and movie making. A few more lines on "blowing" ballast.

Some of the many classes of subs of the nation that sports the Ural Mountains and Dnieper River among its geographical sights can go very, very deep—thousands of feet, apparently. At such depths, something more than compressed air is called for. At, say, 2,000' each square foot of hull has to resist 60 tons. For a tank exhaust port with an about six inch diameter, the pressure to surmount still calculates to some 12 tons. Their naval architects decided that, at such depths, explosive charges placed inside the ballast tanks were the ticket. Perhaps they are. And if they aren't, it seems unlikely that unhappy eye witnesses will file a complaint.

Traditionally, the main torpedo room was a sub's front office. Four to eight fish could be launched forward, in line with the axis of the hull. Nowadays, that prominent space is taken up by the passive SONAR antenna set inside a sphere that's integral with the pressure hull. And that configuration was adopted to keep the passive SONAR transmitting/receiving source as far away from the chief source of internally generated noise, i.e. the steam turbines and pumps. Granted, developments in acoustics now allow unwanted noises to be filtered out (viz. hearing aid technology) but pure from the start is still better than filtered later. The new

"Sub" Subject continued

arrangement makes torpedoes take their leave under a 7 degree angle, but that's no problem. First, the minor deviation can be compensated for in the angle (relative to target) of the rudder and, second, modern torpedoes are mostly guided by wire throughout their (up to) 20 mile course, or till they've received their mid-way signal. Then their umbilical is cut and they're on their own. That's it, friends. Seasoned greetings. Hope you'll all survive to suffer through surfaced v. submerged speed, leased missiles, hydrofoil quirks, et cetera, next time.)

Romanus Unicum

Letter to the editor

November 22, 1999

Mr. A. Romanov, c/o The Binnacle,

Dear Sir:

Thank you for commenting on my September 1999 "The Sub Subject" column published on our website and in our club's Binnacle.

Based on your reaction to my flippancy, cavalier writing style, I now regret naming Russian and Ukrainian children. That could have been kept more general, I admit. I could have referred to difficult (to me) spelling, as well as the (again; to me) added complication of the Cyrillic alphabet. If, however, you had read all or some of my 14 earlier columns, you would most all likely have noted that I try to raise chuckles among my closelyknit V.M.S.S. membership/readership. So far, that group's feedback has been gratifying.

As far as my criticism of the boat is concerned, I cannot alter my views. To my eyes, it is one terrible example of industrial production-beyond words in this age. In spite of that expressed opinion, you may have overlooked my positive remarks about the sample torpedo, the gorgeous samovar and the secondhand praise for the pressure hull's welding.

Incidentally, last week I was told that at some time after my two visits, the American guide was succeeded by a youthful Russian woman. Apparently, she was well informed, and added greatly to the knowledge and enjoyment visitors derived from their tour.

Yours truly,

Romain L. Klaasen (Romanus Unicum)

VMSS EXECUTIVE MEETING NOV/29/99

REPORTS: Ron Hillsden asked if there was any old business from the last year, as none arose Ron excused him self and left the meeting to the new executive. Thank You Ron for all that you have done in the last year!

Ron Armstrong: Reported we have storage for our club stuff thanks to Rob Woodward

Derek Wollard: Reported that there are 14 Reno's (sailboats) under construction in the club. He also needs someone to take over the Boats in Windows job

Derek also reported that we are not in financial trouble but need more new members to stay in the black, all the figures are not in as yet.

NEW BUSINESS:

Ron Armstrong: We will go back to the old style meeting with a written agenda etc.

Ron said he is not worried about the club and will spread out jobs to other members.

We need a new librarian until we get one the library will remain closed

We also need a vice president.

The Can West Show will be The first weekend in Feb. 2000 awards this year will be Judges choice, Peoples choice and Modellers choice.

The club needs the permanent plaques from the 1997-1998 winners back.

There will be a mini regatta at Can West in our pond.

Minutes, continued

More on Can West to be brought up at the next general meeting.
 Ron Armstrong will also talk to Hillside mall re: the show

ENTERTAINMENT : PROPOSED

Jan. Reno's Ken Lockley
 Feb. Painting Mike Gibson
 Mar. Plastics Scott Ringrose
 Apr. Open Form Q&A's

Next meeting Jan 10th Dereck's

Ed Boddaert's Harrison Pond Update

Wednesday, December 01, 1999

Hello Julie,

Here is the latest on the pond. I had a call from Yvan Caron (Parks Manager) this morning in response to my messages of Monday and Tuesday. (A turn of the screw each day!).

He has picked up on my suggestion that we have a waiver to the Bylaw drawn up that allows:

1. Any member of the VMSS to enter the pond for the purpose of installing or servicing model elements. (Regattas etc.)
2. We be permitted to install and maintain model elements. (Docks)
3. That we safeguard the City from any action by our members arising out of our activities at the pond.

I have stressed that this needs to be a simple one page agreement not a verbose legal document. I have also stressed that I would like to see this matter resolved by next week and, certainly, before Christmas. He has agreed to do that and hopes to have it in place next week.

I have given him Ron Armstrong's telephone number and asked him to contact Ron for signature when the document is ready and after I have had a look at it by fax. I have also left a message on Ron's answering machine bringing him up to speed and telling him to expect a call and to be ready with the Society's seal, if we have one.

I have to go back into Jubilee Hospital next week. The bypass "plumbing" is not working as well as had been hoped so another angiogram is on the schedule for next Tuesday. After that we will see what happens next. Angioplast? I have told Caron that I will be "out of commission" next week and maybe a little longer so Ron A. is to be called to deal with any matters required to "put this matter to bed".

Looks promising but I will wait until the ink is on the paper and the docks are back in the pond before I stop turning the screw!

See you next year! Have a good holiday.

Cheers, Ed.

Cont. from page 2

I've tried those small Seuthe tubular ones made for ships and trains, but have the same lament as the fellow who sent the inquiry. However, a friend of mine has a 1:48 scale destroyer with a unit that literally belches out smoke. It apparently came from one of those backyard railroad engines, and uses the standard smoke oil, heated by a wire, and driven by a small fan. Presently, he's trying to get a supply of just the unit, without buying the entire train. I'll ask particulars next time I speak to him.

Karl

Most smoke generators are designed for model locomotives for INDOOR use. However, there are some "super smoke generators" now on the market designed for large scale outdoor garden railroads. You will find them listed in the Walthers model train catalog or visit their web site at <http://www.walthers.com>

Eric Amirault, Ajax, Ontario.

Changes to your membership list

New Members:

Max McKimmie, 727-6290 Welcome Max
 Mike Hill, 384-4024, Welcome Mike
 Dave Seagar's phone number is 474-5415
 Ron Wild's new email is wild@silks.net
 I forgot to tell you to add Rick Gonder
 (380-1096) when he joined. Welcome Rick.

Remember If it ain't broke ...
FIX IT UNTIL IT IS!

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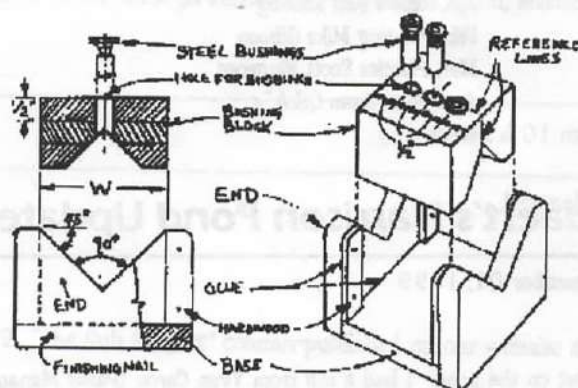
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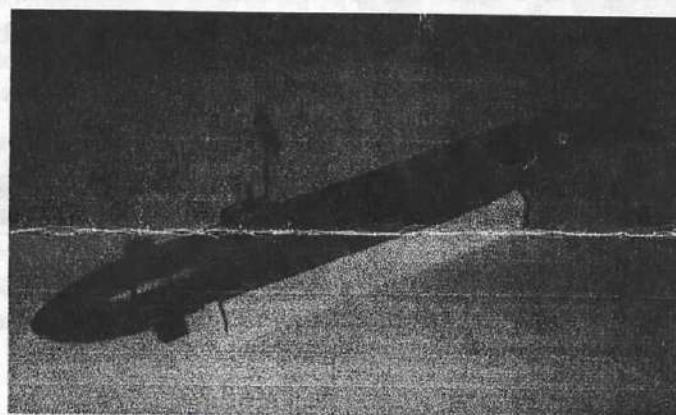
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