



THE BINNACLE

VICTORIA MODEL SHIPBUILDING SOCIETY

Box 45083 Mayfair Postal Outlet

Victoria BC V8Z 7G9

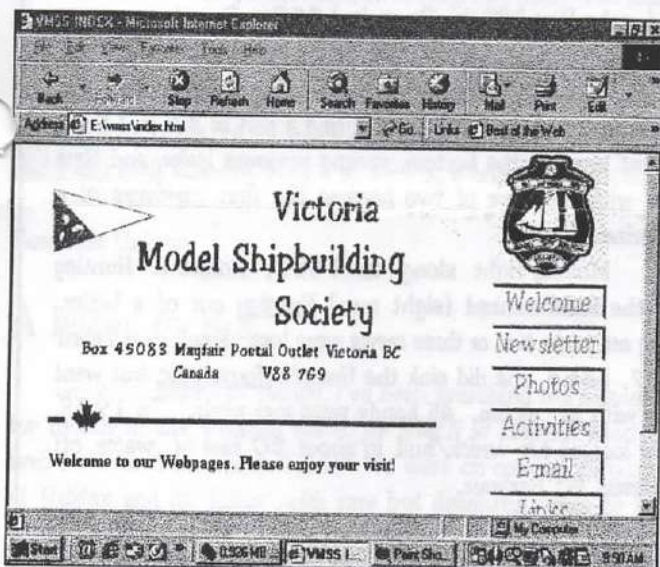
MAY 1999

email vmss@home.com

URL <http://members.home.net/vmss>

VMSS on the World Wide Web!!

Surfers, point your browsers to our URL (address above) and have a look at our web pages. The *home/index* page is reproduced here.



Our *Welcome* page is a short history of VMSS and answers to FAQs (Frequently Asked Questions) This covers off the usual 'How fast will it go?', 'How much does it cost?' and 'Why can't I feed the ducks at Harrison Pond?'.

The *Newsletter* page contains excerpts from the Binnacle. The calendar of events and a feature article will likely be printed there.

A *Photos* page will be photos of our models, and we will change the photos occasionally. Right now Jack Plummer's *HMCS Calgary* and my *HMCS Kootenay* are published, only because I had photos sitting on the computer table. Give us a good photo, we will use it!

The *Activities* page is a map showing where we meet, and where we operate our models. There is a short explanation and description of each activity.

An *E-Mail* tag will allow people to send us mail at vmss@home.com

Finally, there is a *Links* page which allows surfers to go directly to other sites of interest, such as the Navy, Coast Guard and B.C. Ferries, or local attractions which would be of interest, such as the Maritime Museum, the Virtual Museum or the BC Archives Online Photographic Collection.

FAQs: How much will it cost the club? Nothing. It is part of a package Internet deal I got.

Why do we need it? There are many reasons. We hope that Internet Surfers will try model boating when they become bored with looking at a computer screen. It also gives us an opportunity to exchange ideas with model boaters all over the world. In addition, local people can find out when and where we are doing stuff!

What do I do if I don't like something on the page? Talk to me. All Web sites are dynamic, and change constantly depending on feedback from users.

Ron Hillsden.

Lapel Pins

David Powell has purchased club lapel pins and donated them to the club. These are now available at a cost of \$5 each. The proceeds will go into general revenue.

Thanks, Dave, for this very generous gesture.

Editor's note

Regular articles normally on the front page have been moved to the back for this month only.

The "Sub" Subject

Unlike the saxophone, telegraph and telephone, it is not apparent that the submarine was the brainchild of one specific person. The idea and desire to imitate fish no doubt precedes the medieval era by more than hours or days. In 332 B.C., for example, none other than Alexander the Great is reported to have entrusted his life to a diving bell, in the blue waters off Tyre. And back in the 1400s, beard suitably groomed, Leonardo da Vinci whipped up drawings for a wooden, submersible rowboat, clad in goatskin to keep out some of the brine. But none of that travail looked as if it were heading somewhere.

Then, circa 1578, one William Bourne gave the matter of submarine construction some deep thought, formulated some dreamy hypotheses—including a "breathing tube" cum Schnorkel—couldn't come to grips with a method of propulsion, and apparently tossed in the towel. But lo and behold, a Dutch gent named van Drebbel, who lived in England, bided his time for some 46 years, and in 1624 produced not one but two oar-driven subs. They were tested out on the Thames, and met with unanimous rejection by all prospective patrons.

Still, sundry brains never let go of underwater warfare/transportation as something worthy of a poor night's sleep. History had to move on another 29 years for the Dutch-domiciled Frenchman, named de Son (didn't any of them live in their native lands in those days?) to build in Holland—a clockwork-driven catamaran submersible. The clockwork (drove paddle wheel that spun between the two hulls. Trouble was this: insufficient power. Maybe the guys in charge of winding her up had an Edam or Gouda deficiency in their diets? Could be.

Moving the clock forward by a 123-year chunk, and crossing over to our side of the Atlantic, history finds the handsome, 23-year-old David Bushnell beaver away at a means of blowing the British fleet out of East Coast American harbours.

Bushnell's handiwork (built with the assistance of just one fellow student) is known as The Turtle, and has become the prototype for a number of static as well as R/C models. It's a cooper's dream. Intricately shaped staves and iron hoops make it look like an onion-shaped keg. It was meant to be operated by one busier-than-a-one-armed paperhanger person. Horizontal and vertical propulsion (the latter helped by two, hand-pumped ballast tanks) was by means of cranks. Meanwhile, air came in through tubes at the top, trimmed down to within inches of the saltchuck's surface. For a weapon, Turtle carried a sealed, clockwork-timed explosive charge. That

mine was attached to a line, which was attached to a drill/screw that could be rotated by hand (again) from inside Turtle. The general idea was for the almost submerged vessel to approach its target, get a ways under it, drill the screw into the man O' war's bottom, and crank Turtle toward shore at flank speed. Well . . . it could've worked.

The reason it didn't work is that the Eagle, Lord Howe's flagship, had a copperclad bottom. So, on the night of September 6, 1776, the over-employed oneman crew of Turtle in the person of Ezra Lee, had to retreat under pursuit of one of Eagle's lifeboats. Next: Turtle's mine went off, and all hands were lost.

Come 1804, and Robert Fulton (of steamboat fame) built Nautilus—another hand-cranked vessel, but this one equipped with a folding sail to give the crew a break while surfaced. That effort towed at times—came to naught, but the concept was picked up by Herr Wilhelm Bauer in 1850. Bauer's too was a failure, but he added one nifty feature: he built a threaded, hand-cranked rod into the keel that could move a weight back and forth to achieve submerged trim. During a test of Kiel in 1851, the boat went to the bottom, sprang pressure leaks, and Herr Bauer with his crew of two became the first survivors of a submarine disaster.

Moving right along to 1863, Horace L. Huntley built the hand-cranked (eight men) Huntley out of a boiler. During sea trials, two or three crews were lost. Finally, on February 17, 1864, she did sink the Union's Housatonic, but went down with her victim. All hands were lost again. In 1995, divers located her wreck/hull, in about 20 feet of water, off Charleston, SC, harbour.

Back in Europe, vast, occasional strides in submarine development were being made. Le Plongeur was launched in 1863. Her designer, Mr. M. de Brun, had built her with a compressed-air-driven motor, and air-operated ballast tanks. Submerged trim problems deep sixed that project. Then steam and steam combined with electric motors became the in thing.

Thorsten Nordenfelt adopted the Reverend G.W. Garrett's damped-boiler-latent-heat idea, built five boats in Sweden, couldn't flog them, hired on the rogue arms dealer, Basil Zaharoff, and sold one to Greece, two to Turkey and one (sank during delivery) to Russia.

Simultaneously, the French, Spaniards, and Russians were no~ standing idly by. Periscopes were the rage, Whitehead built the first (still basically valid) torpedo, Diesel did a job with internal combustion engines, and so on.

In spite of all often sabotaged and politically nixed progress, it took the expatriate Irish-American J.P. Holland, to

produce a truly operational sub, but it took seven tries. At long last, in 1895, his *Plunger II* was bought by the U.S. Navy for \$120,000. Holland's heritage lives on.

General Dynamic's Electric Boat division is a direct descendant of Holland's boat yard. To this day, some of his and Mr. Lake's patents still find application in sub fleets around the globe.

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Romanus Unicum

A letter to Bill

Since we talked at Sidney, I've been searching my memory for details of the 4-funnel destroyer *HMCs St Clair* on which I lived for 7 or 8 months in 1843. We were on convoy duty out of Halifax and St. Johns, with rare but delightful visits to US ports.

My lasting impression seems to be of 'discomfort'. She was so OLD! And no doubt, had been mothballed for 20 years or so. There were no plans available from which to trace problems which were always occurring.

The "lower deck" crew quarters were in the Foc'sle...and very cramped. The heads were in the extreme stern...and there was no access between then and the lower decks. A line was thugged port and starboard which ran the length of the ship and they had life lines attached to them. When you had to 'go', you grabbed one of the lifelines on the lee side...and ran like hell for the stern. We never lost anyone on this adventure, but there were lots of bruises accumulated on these runs, especially as the ship was infamous for it's rolling action.

The heads were also 'primitive'. A trough with a continuous stream of cold water sloshing through it carried away

any deposits. There were 4 seats arranged along the trough with some vague partitioning. There was a gentleman's agreement that the party upstream would warn those below of any passing debris!

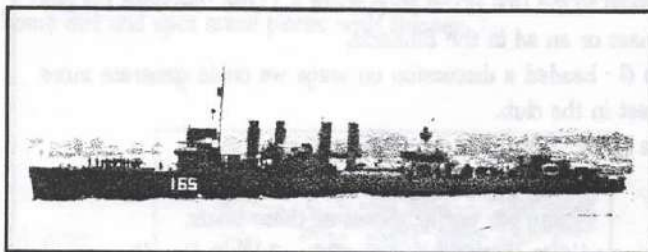
There wasn't any piped hot water in the washrooms, but there was a steam pipe which you placed in a bucket, turned the valve to heat the water to the desired warmth and then dumped the bucket into the sink or washing machine.

Refrigeration was something else which was lacking. I think the only fridge was in the Officers Wardroom. Maybe the galley had something.

Corvettes were "bouncy" ships and righted themselves quite quickly after a roll. I think the four funnels on these old destroyers acted like sails in a gale because they rolled a lot on their narrow beams and recovered very slowly.

I've had to think quite hard about these discomforts 56 years ago. Interesting, isn't it, that the memories that come forth the easiest are of shore leaves in Boston, New York and beautiful downtown St. John's Newfoundland. When I reflect, I am only half joking about how beautiful St. Johns was - it was a real welcome haven!

Andrew Smith, Port Coquitlam



Meeting Minutes

GENERAL MEETING

APRIL 8TH 1999

Members with Boats

Fred Stolzenberg brought his Ed Monk Sr. design of a 35 ft gentleman's launch, circa 1934.

Doug Allen brought his San Juan Gillnetter, circa 1930-1940.

Correspondence on the back table. Minutes and Financial reports are in the Binnacle.

Other Business

The membership voted to have 2 regattas:

1. A fungatta, use your own boat or the club boat;



2. A full regatta

Times and organization to be discussed at a future meeting.

Date for fallgatta - October/99

A discussion was held on upcoming dates in the Binnacle

Mike Wheatley informed the club we can use the pond at Royal Roads University.

If you don't have a name tag, see Derek W.

Entertainment

Dave Seager gave a very informative talk and display of Lost Wax Casting.

EXECUTIVE MEETING - MAY 3RD 1999

Minutes of last meeting read by John McHutchion

Correspondence

Anacortes 7th annual Model Boat Show May 15/16

BECC Model Accessories - Flags to order

Treasurer's Report

Ray reported that we are still solvent but could use some more members.

Committee Reports

Ron A - has the address of Burnaby Association of Marine Modellers.

Derek - reported that club pins are ready and will be at the next meeting. He ordered card holders for displaying info on models. He talked to the Doll House shop about a 10% discount for our business or an ad in the Binnacle.

Mike G - headed a discussion on ways we could generate more interest in the club.

Some Ideas - Boats for spectators to use at shows

Donations of boats from hobby shops for this use

Pay per use at shows of these boats.

Meeting adjourned - Next meeting May 31st @ Ron H's

Financial Report

Where the Money Goes

9/30/98 Through 3/12/99

INCOME CATEGORIES

Other Income : Annual Dues	1,470.00
Other Income : Donations	585.50
Other Income : Regatta entries	34.00
All Others	35.00
TOTAL INCOME CATEGORIES	2,124.50

EXPENSE CATEGORIES

Insurance : Liability	600.00
Bills : Rent	450.00
Job Expense : Binnacle / Stamps	436.85



Leisure : Chri.Party/Coin Machine	215.00
Miscellaneous : Society finance	
statement filing	65.00
Miscellaneous : Flowers/ albums	47.24
Job Expense : Library	42.80
All Others	7.21
TOTAL EXPENSE CATEGORIES	1,864.10
GRAND TOTAL	260.40

Hatley Park

Submitted by Mike Wheatley

This past weekend I was admiring the pond in the Japanese garden at Hatley Park/Royal Roads University and chatting with two of the gardeners. I thought of how fine it would look to have a few model boats on the water. Both gardeners agreed that this would be a fine addition to the beauty of the pond. The water is crystal clear with a few submerged pillows of algae adding to the interest of the small island and the isolated heron sculpture. There are two inlet streams and an underwater spring as well. Two larger ponds are located downstream with all connected by fish ladders.

Parking can be found not too far from the pond by approaching the YM/YWCA facilities then doubling back towards the library. Royal Roads University has confirmed that individual model boaters would be welcome while some prior arrangement would be needed for anything more formal.

If you enjoy the presence of additional admirers, the Friends of Hatley Park will be hosting events for the public on Sundays at 1:30 on May 9th, June 13th, July 11th and August 8th. In addition they will be providing afternoon tours every day during the summer.



The Pond and
Japanese Garden

Volunteers Needed

AT THE APRIL MEETING, THE MEMBERSHIP VOTED FOR A FALLGATTA. NOW WE NEED VOLUNTEERS TO ORGANIZE AND RUN IT. PLEASE CONTACT THE EXECUTIVE ASAP IF YOU CAN HELP.

Editorial

Well, another month has gone by and the Victoria still not built. I had a real good excuse this time. The Hillsdens have a new baby grandson, grandma Julie has a new camera and several more shares in the photofinishing department at London Drugs!!

Ron has worked hard this past month getting our web pages up and running. If you have access to the internet, I encourage you to take a look. He's done a really great job on it. The address for the site will be a permanent fixture underneath the date on the front page of the Binnacle as of this month.

Now I'm going to get on my soapbox(Editor's prerogative). At our April general meeting, 18 of the 32 members present voted for a full regatta to be held in the fall. I sincerely hope that those members who voted in favor of the motion are going to volunteer to organize it - otherwise it aint gonna happen.

The Military has me for June, July and August so I am going to have to leave the Binnacle in Ron's hands. Please keep the articles coming (there weren't very many this month) to make his job a little easier.

If the Navy can spare me, I'm going to do my best to get down to the Pond over the summer - it's been a while since Emily Maud got her feet wet.

Julie



From the Bridge

I was pleasantly surprised when I asked other organizations for permission to link to their Internet sites. They were positive and helpful. I was glad to receive a little advice from the professionals.

What does this really mean? I believe VMSS is recognized as an established and legitimate organization in our community. That's something to be proud of!

O.K., Summer is here? See you at the pond.

Ron

Tech Tips

Building superstructures from acrylic plastic



Looking for a faster and cheaper way to scratch build model boats? One method is the "prefab" windows and doors technique in clear 1/16" acrylic plastic. Clear plastics come with a film to protect it from scratching. It's important to leave this on till you are ready to glue structures together. Then cut out the walls for the cabin superstructure.

While cutting the walls, mark them to make sure make sure they match when you are ready to glue.

When all walls have been cut, use a scale ruler and pen to mark off all window and door locations making sure everything is square. After marking off all doors and windows, go back to double check all locations to confirm everything is correct.

Next, use an xacto knife with a #11 blade and a metal straight edge to scribe around the frames of the windows and doors. If the window has a horizontal or vertical post, scribe a line spaced a little bit apart to each side of the post line. Remove the little strip of tape when it is painted to create a center post for the window. Mask off the doors and windows for painting.

Tips for working with plastic

When heat forming plastic, adjust the oven between 200 & 350 degrees

To remove scratches from plastic use a muslin buff with a diamond or plastic compound. Be careful not to cause heat build up.

To smooth edges use a file then scrape with a flat edge of steel. A hacksaw blade is useful.

To simulate rusted metal. Paint with light earth and add tuscan in places. Streak the paint with a brush and thinner. Next rub in some dirt and spot some places with thinner.

Ed. Note
Apologies
to Romain.
This one
was too
good to
pass up!!



Yes, I know the navy says
they 'fly' their subs,
but this doesn't seem right!

Dates to Remember

Events and Invitations

May 13 Regular Meeting, Painting Models (Ray Bethell)
 May 15/16 Chemainus Grand Prix (Doug Allen) Canceled
 May 15/16 Anacortes Show (360 336 9537)
 Jun 10 Regular Meeting, Royal Oak Lions Hall
 Jul 1 Canada Day Kids Fest, Gorge Park (Ron Hillsden)
 Jul 8 Regular Meeting, Royal Oak Lions Hall
 Entert. - Converting Servos to drive small ships - Don Halls
 Jul 11 Strawberry Festival - Beaver Lake (Ron Armstrong)
 Jul 17/18 Vintage V8 Ford Club, Saanichton Fair (Bill Birch)
 Aug 12 Regular Meeting, Royal Oak Lions Hall
 Sep 4-6 Saanichton Fair
 Sep 9 Regular Meeting, Royal Oak Lions Hall
 Entertainments to come - dates not yet finalized.
 Vacuum Forming
 SALTS presentation
 How to read Plans
 How Jack Lenfesty makes handrails.

Regular Events

Every Sunday Harrison Pond 9.30-11.00 Power
 Harrison Pond Afternoon - Small sailboats
 1st and 3rd Beaver Lake 10.30-1.30
 Sundays R/C Sailing - combined classes - All Welcome

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Joke of the Month

Ed. Note - Got this one from an American friend.....

On some air bases, the Air Force is on one side of the field and civilian aircraft use the other side of the field, with the control tower in the middle. One day the tower received a call from an aircraft asking, "What time is it?"

The Tower responded, "Who is calling?"

The aircraft replied, "What difference does it make?"

The tower replied, "It makes a lot of difference. If it is an American Airlines Flight, it is 3 o'clock. If it is an Air Force plane, it is 1500 hours. If it is a Navy aircraft, it is 6 bells. If it is an Army aircraft, the big hand is on the 12 and the little hand is on the 3. If it is a Marine Corps aircraft, it's Thursday afternoon."

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