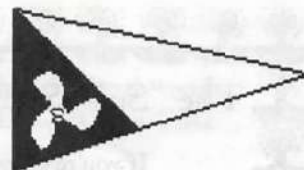




The Binnacle



Victoria Model Shipbuilding Society
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Victoria BC V8Z 7G9
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[Http://members.home.net/vmss](http://members.home.net/vmss)

Fallgatta Cancelled

The return of Fall Regatta to VMSS scheduled for October 17th has had to be cancelled. There are a couple of reasons. First and foremost, although several members volunteered to help, no one individual offered to coordinate the whole affair. There is a lot of work required to put together an event such as this and it can't be done without someone in overall control. Reason number two. Dallas Road will be closed to vehicle traffic on the chosen day for yet another Marathon.

There was some support for a return to the traditional Fall Regatta. Maybe next year someone will be prepared to take it on as a project.

Notice of Election

Date Thursday November 4th 1999
Place Royal Oak Lions Hall, West Saanich Road, Victoria

O.K. folks, it's that time of year again. It's time to elect the Executive who will guide us into the next millennium. If you would like to nominate yourself or anyone else, please contact Ron Hillsden prior to October 23rd. All positions on the Executive are up for grabs.



1999 Executive Committee

President	Ron Hillsden	479-5760
Vice-President	Ron Armstrong	391-0101
Secretary	John McHutchion	388-4743
Treasurer	Ray Bethel	474-7565
Binnacle	Julie Hillsden	479-5760
Librarian	Derek Woollard	658-1150
Directors	Paul Blanchard	477-6316
	Scott Ringrose	744-3048
	Dave Seager	474-5415

November Binnacle

Since our November meeting is one week earlier than usual, the Binnacle will also be published one week earlier.

Submissions, therefore must be received before Friday October 29th if they are to be included.

Your Editor(s) will be away from Nov 4th-13th. Derek W. will be handling distribution. Thanks, Derek.

Dates to Remember

Nov 4-Regular Meeting
One Week Early
Elections and "Endeavour"
Nov 4-7 NRG Conference, San Diego
Nov 11-Remembrance Day Meeting was last week!!
Dec 9-Christmas Social



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

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Check out our Website

[Http: members.home.net/vmss](http://members.home.net/vmss)

The "Sub" Subject

If you're going to San Francisco, don't bother much with a flower in your hair, but do jump/hang on a cable car bound for Fisherman's Wharf, stroll down to Pier 45, and visit the Balao-class Pampanito (SS 383) which is open for visits by the likes of us, courtesy of the National Maritime Museum Association (NMMA).

Thanks to the NMMA's not-for-profit status, plus the occasional stipend earned as a movie star, Pampanito looks as if she's just slid off the ways at Portsmouth Naval Shipyard. Yet, the fleet boat is now fully 56 years old, and served its purpose with distinction during six wartime patrols in the set-to with the nation where, among others, Futaba and Mabuchi produce stuff for us.

With ease of public access in mind, it was necessary to chop a bit of a hole in the starboard side of her nearly 312'-long (and 7/8"-thick) pressure hull, but other than that, Pampanito is as authentic and complete as can be—right down to a toy-size Remington in the P.O.'s cubicle that served as the on-board office.

Despite its length and 27.25' beam, it must have been a bit of a crowded environment in there when 10 officers and 70 enlisted bodies all wanted to work, eat, sleep, drink, shower, and go to the head(S). But, apparently, they made out just fine and even found space to accommodate a bunch of accidentally-torpedoed POW's they'd pulled out of the South China Sea. Sure hope they included a goodly number of poker players, and that they were all heterosexuals.

Toward visitors' edification, there are a vast number of on-shore displays of photographs and (clear) text in sundry, waterproof, display cases. And then, the radio receiver that's handed out at the ticket booth starts to crackle, hiss, wheeze and burp. But not for long. As one nears the public's entrance to Pampanito, and if 12 and 14-year-old memory still does me proud, a mellifluous voice comes on with something like, "Welcome aboard Pampanito"—or equally well-thought-out words. But that's just for starters. Once you're in there, the handset picks up another broadcast, detailing every worthwhile or not so obvious feature that's visible at that point.

Moving forward through the hull, there are either three or four more taped messages to be listened to. And that was just great—especially on my second crawl-through, because I had a chance to listen twice or more. The first time, you see, I was with an impatient friend whose wife had said, "Take Romain through the sub, Bob." But Bob was an ex tank captain who didn't give a flatus about subs. "And the second time?" you ask. That was in 1987 and I'd brainwashed my companion for three days. He didn't dare move any faster than I did. Kindly report to me after you have visited Pampanito. I'll give you a refund in U.S. coin if you're the least bit disappointed.

And now we go to Portland, OR, where Blueback (SS 581) rides the Willamette (Wee-Lah-met) River's tide up and down on well-greased, welded moorings, in front of the Oregon Museum of Science and Industry's (OMSI) waterfront—right opposite Downtown Portland.

Disregarding the politics that may have made decommissioned SS581 available to the Museum Society, the boat's claim to post-war fame is threefold: (1) In 1957, she was in the first three-unit class of Barbel subs to have a tear-drop-shaped hull [couldn't tell her apart from today's nukes], (2) Blueback, on her snorkel, made the longest submerged trip in [then] history, from Pearl harbor to the Continental Left Coast, and (3) she was the last diesel-electric boat to be decommissioned, in October 1990, by the U.S. Navy.

You go to OMSI, don't bother with the museum ticket and plunk down US\$3.50 for the Blueback tour. They'll take their time to call you, because the tour is slow paced. Next, you have to get your bod through a hoop the size of the on-board bulkhead passages. (As a footnote: OMSI, I think, quit keeping a list of disqualified native Hawaiians.) Then down to the river, guided by a former submariner who either served on Blueback herself or Barbel or Bonfish. Once on board, both decks are visited and narrated from complete familiarity with every one of the boat's intricacies and systems. The dim, reddish lighting is authentic, there's a stack of (stale?) toast on the galley counter, a chunk of the pressure hull's high-grade steel is chained to the Wardroom's table, and the microwave oven (a Radar of the late '50's vintage) sits where it always sat. The torpedo spares rest in their cradles, the bunks are made up and, in general, the verisimilitude (got that from Scott Fitzgerald) is uncanny. If that weren't enough, the observation periscope in the control room offers a panoramic view of Downtown Portland, and all the while your ears feast on the sounds of simulated sonar pings and the noises made by the screws of various types and classes of (guide-identified) vessels. On to the machinist's control room now. Walk past three 16-banger Fairbanks-Morse

diesels. Sit at the control panels. Press a button. There's the hiss of compressed air rushing in, then the diesels cough, spit and start to run. All this sound simulation made me think that OMSI has an in with Walt Disney's shop. I was overwhelmed, enchanted and elated. Now: a look at defence costs.

Back in wartime 1915, Vickers in Montreal contracted H-boats at \$60,000 a piece; in the mid-'50's Blue-back cost \$23,000,000. And now, or 10-15 years ago? 800mil for an L.A. attack submarine, 1.2bil. for an Ohio "boomer", which goes on patrol with 24 Trident missiles that go out of Lockheed's shop at \$13,000,000 a copy. Is that inflation or what? Part of it must be sophistication.

Miscellaneous sub topics are coming up in November.

Romanus Unicum

"Tiny Titan" - or "The little Tug that did"

My family so liked last year's reunion that we held it again this year at the same place - Beaver Lake - high in the hills north of Kelowna. Like last year I took "Moyie", but also my tug "Tanya Dawn". After running both in the lake, I was seized by a mad notion. I asked my two youngest nieces to sit in my cousin's inflatable dinghy with its 2H.P. outboard motor. Then I hooked up the tug's towline to the dinghy painter, pushed the throttle and.....away they went!! Little "Tanya Dawn" pulled her giant "barge" about 80 feet down and back along the lakeshore, to the gasps and amazement of nearby spectators. Quite a moment. Later I determined that she was pulling 214 lbs! This may not be a world's record - and it was in water both wind and current free. But I'm going to check it out. In the meantime, given the size and power ratios, maybe Doug should try pulling a Bayliner with his Seaspan tug!

Ron Armstrong



Book Review

"ARCTIC COMMAND" - Author - Roland Wild. Published in 1995



This book is about the career of Captain Thomas Smellie and a ship, the "SS Nascope". He retired in 1945 and the ship ended her days in 1946. His forty-five years at sea with sail and steam led him to many adventures - shipwrecks, fires, mutinies, diseases and icebergs.

The book is primarily about the captain and the "NASCOPIE" carrying personnel and supplies to the Hudson Bay posts in the Arctic.

The ship, built in 1912 at Newcastle-on-Tyne, was 300 feet long, with a 23 foot draft and a beam of 44 feet. She was double-plated from the water line to the keel. Her rudder post and the special six and a half ton propeller and shaft were 50% above "lloyds" requirements in diameter. With this impregnable ship, Captain Smellie helped to open the Arctic. In 1937, the "AKLAVIK" and "NASCOPIE" rendezvoused in the N.W. Passage, as planned. This was a very historic occasion signifying East meeting West at the top of Canada.

Bookworm

Kelowna Regatta

Some of the winners at the regatta were:

Dave Closs, who took 2nd in judging, 3rd in peoples choice, & 2nd in sail;

Ron Green, who took 1st in judging for his frigate;

Dick Duggan, who took 1st in sail;

Tony Treichel, who took first in peoples choice with his fast electric; and

Ron wild, who took 2nd in judging with the Heatherton.

Dave Closs, you may recall, captured first at Nanaimo and first at Kaslo as well as 2nd in Kelowna for his eye catching model of a mahogany runabout the "Greavette Streamliner"

Dave also brought his 48 inch model of the paddle wheeler "Creole Queen" - another superb model.

Dave was very happy as this is the first time the weather co-operated to enable him to complete the course with the paddler (you know how they are in a wind)...

Ron Wild

Editorial

Well, we didn't get any feedback on the new Binnacle format so we will assume that it is acceptable.

As Ron announced in the last Sept. Binnacle, he will not be running for President this time. With his help, I will continue to produce the Binnacle if that is what the membership wishes.

Ron and I won't be at the November meeting (yes, we DO know about the elections). We will be in San Diego for the Nautical Research Guild Conference. We are extending our stay to do some sightseeing - we have discovered that there is a large model railroad museum in San Diego and I have a date in Anaheim with a mouse called Mickey!!

The conference looks as if it will be very interesting. I just hope I'm not the only female who doesn't opt for the "spouses' tours"! We'll publish a report in the December Binnacle.
Julie

From the Bridge

This is almost my last view from the bridge, but I shall return some day in the future should the membership decide to accept me back.



I feel it is very important to rotate our executive so the organization remains the members' organization, not a private club for the executive. Failure to rotate the executive makes the club stagnant, and creates 'Royalty' where none should be. You do not have to look hard to find examples - the Trudeau government federally, WAC Bennett provincially, or even the organization we tried to co-exist with when we built our own pool. Fresh ideas are the life blood of any organization.

My first official duty as Past President is to run the next election of officers. I am not going to apologize, but I am going to miss that duty. Julie and I will be away on a much needed vacation at the Nautical Research Guild conference.

I will accept any 'nominations' or 'volunteers' up until Oct 24th so I can pass them along to your executive before we leave. Please consider helping out. It is fun and it is your chance to eat a lot of cookies while helping determine where our organization should grow!

Ron Hillsden

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☆ KID QUOTE: ☆

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

☆ "If Mum and Dad say "No", ask Grandpa." ☆

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

Sailing News

RENO NEWS

It's alive and kicking with 4 completed and 4 more in varying stages of construction.

My intention had been to write a series of articles detailing construction on our "Reno Trainer". Guess what, the V.M.S.S. builders are too fast for me to keep up with. I had a rough draught on hull construction, but everyone that's currently building has past this stage.

There are some recent developments that I would like to write about. Jack Plummer and David Powell are each experimenting with latex and silicone for molding bow bumpers. This is a great addition to the model.

Doug Allen has given us a bucket of lead for ballast bulbs and he had indicated he would like a bulb back, one can only suspect our Chief Tugger might try sailing. Bob Rainsford seems to have become our chief foundry man, with his excellent facilities for melting lead. This fleet is sure to be colourful with Derek Woollard as colour co-ordinator and head publicity man. New member, Mike Hill, has the most ambitious plans to date, with two under construction at one time.

I would like to thank our entire club members that have shown interest in the "Reno" project for their support. It's great fun, and I believe, it's what a club is all about. We are always looking for more "Reno" builders, and anyone I can help, please phone Capt. Reno at 477-5830.

Ken Lockley

Ed. Note: The following letter has been received by your Executive and is reproduced here in its entirety.

CFB Esquimalt Naval
and Military Museum
PO Box 17000 Stn Forces
Victoria BC V9A 7N2

24 September 1999

Mr. Ron Hillsden
President
Victoria Model Shipbuilding Society

Dear Mr. Hillsden;

I am writing to request that you poll your membership for any interest in donating models they may have constructed of Canadian Naval vessels or auxiliaries. In doing so I would like to make an attractive proposition.

As you may be aware, the CFB Esquimalt Naval and Military Museum has just undergone a period of expansion and is now in a position to display more of Canada's rich Naval history. What we need is models of contemporary warships such as the Canadian Patrol Frigate (CPF) as well as the earlier Mackenzie, Annapolis and Prestonian classes. Further to that, we have no models whatsoever of naval auxiliaries.

One of your members, Ron Wild, donated a fine model of "HMS Kent" to the Museum several years ago and it now holds pride of place in our "Royal Navy in Esquimalt" gallery. It should be noted that the Museum works on a very tight budget, but has the capacity to issue tax receipts based on the independently appraised value of any material donated. For example, a model of "HMCS Ontario" donated some time ago was appraised at \$12,500 and a tax receipt was issued accordingly. This can have a significant impact when income taxes are calculated.

Should any of your members be interested in my proposal, I would be happy to have your society come and tour the Museum and discuss it. My number is 363-4312 or I can be contacted at the address above.

Yours sincerely;

Debbie Towell
Curator

CLASSIFIED

For Sale

1. EC1 2-Woodward Hull #1. Complete with new main and jib sails, Futaba "Conquest" radiochannel 84. Equipped but not finetuned. \$500
2. 1 meter sailboat complete with sails, Airtronics "Avenger" radiochannel 88. \$200
3. Dremel "MotoShop Jig Saw. \$30
4. Model Kit about 40 feet long. "Grimmershorn" German Pilot Boat. Nearly completed. Needs motor drive and radio \$200

Offers on the above to Dick Bryant @ 656-9908

Please update your membership lists:

Ray Goodacre has moved from the toolies to our newest municipality:
27-2190 Drennan Street, Sooke V0S
1N0 642-7973

rgoodacr@islandnet.com

and we have a new member:

Rick Gonder

206-1100 Union, Victoria V8P 2J3

380-1096

argond@home.com

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Meeting Minutes

EXECUTIVE MEETING 4TH OCTOBER 99

Ray Bethel: Our Financial year ended Sept. 31st and a financial statement will be ready for publishing in the next Binnacle.

Ron Hillsden: Reported Ed Boddaert is going to see Alderman McClean about club floats etc. in the pond. The club will still hold our monthly meetings at the Lions Hall until further notice. For the club social this year the Executive voted to spend up to \$250.00 for food and snacks.

Ron Armstrong: Met with Sue Jensen of the City Parks Dept. to talk about the pond situation, he reported that she stuck to the bylaws and that was it. Ron also reported that he might run for club president for next year.

Dave Seager: Reported on the Sub Meet at Beaver Lake and said it was a big success.

No news as yet on Harbour Fest and Dave had some suggestions for boat displays in store windows.

Derek Woollard: Reported that Jack Plummer has donated a model Boomboat to the club for us to use at shows etc. Mike Gibson has agreed to fit it up and John M. will paint it. We could use a second hand speed control if anyone in the club has one they could part with. Derek would also like to purchase some model building how to videos for the club if he can find some suitable.

John McHutchion: Reported our insurance covers all members involved with our hobby at all times. Club secretary is to call all executive members for each meeting.

NEW BUSINESS

ELECTIONS ARE COMING UP IN NOV.

WANTED

Romain is looking for a copy of Scale Modeler June 1996, No. 6, Volume 31. If you have this in your collection, please call him @ 595-4740.

He needs to make a photocopy of an article. Thanks!

DO YOU HAVE A CLUB
HAT AND A CLUB PIN??

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\$5.00

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