



The Binnacle

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

three must have made it easier

September 1999

Volume 21, Issue 10

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

Saanichton Fall Fair another success

We didn't have a quote of the fair this time. But if we had, it would have been something to do with the Bonnie C's resemblance to the migrant ships arriving off BC! Humph! Bonnie C looks real good in her fresh paint, and I don't know how anyone would confuse her with the rust buckets used by the smugglers! I guess the shape is similar. Mind with a little red primer and some weathering....

As usual, all participants had a good time and the public was really appreciative. The kid's paddleboat races were as popular as ever and a few kids got a little command time as we experimented by allowing younger folk to operate the club boat. The surprise was that a few adults weren't going to miss out!

Sailboats were demonstrated this time, thanks to Ken and Lois, Bill B and Julie.



Stringbean driving Bonnie C

Special thanks to Bill B and John McH for setting up and participating. Derek for being there when needed, Doug and Rosemary, Jack, David and Blanche, Len, Ron A, Bob R, and Don M. having fun and participating. We had a good mix of boats to display.

Our Treasurer has to count the loot from the donation boat. The Saanichton Fair people expressed their appreciation by a \$200 donation, double last year. They were wonderfully cooperative as well!

20th Anniversary Gift is finally here!

Remember the contest last year to design a club pennant? That was part of our 20th Anniversary Activities.

Our Executive's plan was to give each member the pennant in several sizes. The plan was slow to come to fruition due to cost and lack of a suitable quality. The deal came together when Ron discovered the high quality BECC flags.

BECC cooperated and gave the club a heck of a deal on the pennants, so your anniversary pennants are being distributed to members with this newsletter.

The instructions are attached. Two tips, the blue part goes down, and leave a little slack in the halyard so the pennant is free to move in the breeze.

Additional pennants are available from VMSS: \$2.25 for the small one, and \$3.50 for the large.

Dates to Remember

Sept 9-Regular Meeting
'Swap and Shop'
Sept 11-Kelowna Regatta
Oct 14- Regular Meeting
Oct 17-Fall Regatta returns to VMSS !!
Nov 4-Regular Meeting
One week early!!
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
1st and 3rd Sunday Elk Lake
10.30-1.30 EC12's and Marbleheads
2nd and 4th Sundays Harrison
1.30-3.00 Small Sailboats

Inside this issue:

Canadian Plans	2
Maritime Museum	2
Sub Subject	3
Meeting Minutes	4
Pacific Cat	4
From the Bridge/Editorial	5
Financial Statement	6

Victoria Model Shipbuil
PO Box 45083 Mayfair
Victoria BC V8Z 7G9
Email: vmss@home.com

The Binnac

for Canadian Subjects

We are on the

ming, you may be interested in these plans for Canadian Ships.

Cody Lyster,

306 Britannia Road, Apt. 2, Ottawa, Ontario, K2B 5X4 (613) 726-3625

Email: codylyster@sympatico.ca

Website: www3.sympatico.ca/codylyster

RCMP Catamaran 17.7 m (1996)	1/32	62	\$15.00
CCGS Terry Fox Icebreaker (1982)	1/100	88	\$25.00
Arun Class CCG Lifeboat 15.8 metre (1996)	1/20	80	\$30.00
47 foot CCG Rescue Boat (1998)	1/16	88.9	\$40.00
CCGS Pierre Radisson Icebreaker (1978)	1/96*	90	\$40.00
CCGS Henry Larson Icebreaker (1986)	1/96*	93	\$40.00
CCGS Wabanaki Hovercraft (1987)	1/32*	75	\$15.00
Halifax Class Patrol Frigate (1988)	1/200	62	\$15.00
"	1/144	93	\$20.00
"	1/96	140	\$25.00
HMCS Bras d'or Hydrofoil (1969)	1/32	144	\$20.00
Baddeck Navy Test Hydrofoil (1968)	1/12*	32	\$15.00
MCDV Kingston Class (1997)	"	tba	
Upholder Submarines (1991)	1/72	97.2	\$15.00
HMCS Bonaventure A/C Carrier (1969)	1/96	7.33	\$80.00
B.C. Ferries Catamaran (1998)	1/96	130	\$20.00
Miss Canada III Race Boat (1930)	1/6*	122	\$15.00
Sea Eagle II/St. Marys Cement II Tug & Barge	1/96	140	\$30.00
TP1 and TP2 Tug (Millett Bay) (1996)	1/48*	62	\$15.00
Canmar Kigoriak - Dome Pete Icebreaker (1978)	1/200	44	\$25.00

* is not complete

Vanguard Model Marine

C/o The Hobby Centre

134-2446 Bank St

Ottawa K1V 1A4

613-739-9020

Hobcen@ottawa.com

HMCS Annapolis

HMCS Assiniboine

HMCS Fraser

HMCS Haida

HMCS New Glasgow

HMCS Ojibawa

HMCS Prince Robert

HMCS Sackville

HMCS St Laurent

HMC MTB Q-061 (Fairmile)

RCMP MacDonald or Laurier

CNAV Glenside

CNAV Heatherington

Foundation Franklin

You will have to contact them for particulars and prices.

The Maritime Museum of BC

28 Bastion Square

Victoria V8W 1H9

250-385-4222

http://mmbc.bc.ca/

Check our library for the finder's guide to the Museum's ship plan collection, or check with the museum. They also have an extensive photo collection and a large library. The plans are mainly from Yarrow's Shipyard and Victoria Machinery Depot, and include some ships which were built elsewhere, but refitted here. A strong local interest collection.

You do not need to be a member to get ship plans, but there is a \$5 per use fee. Membership is \$20/year and we encourage you to join as membership permits free access to collections.

You do need to make an appointment to view as the aides are volunteers and access depends on their availability.

The cost of plans is approximately \$2.50 per square foot. There are extra fees for enlargement or reduction.

Additional details from the MMBC web site or contact Lynn Wright at the Museum.



Charting the Pacific Voyages of Exploration

A Maritime Museum of B C Special Exhibition

A special exhibition to compliment the visit of the replica HM Bark Endeavour is being presented in the MMBC's 1500 square foot exhibition gallery. The focus of the exhibition is Capt James Cook and the Endeavour, but other European explorers of the Pacific are highlighted. The exhibition features charts and surveying, collecting and recording new discoveries, the life of a sailor including rations, the demands and dangers, and recreation on board. The design of the ships of the day is also considered. Other explorers featured are Joseph Banks, Daniel Solander, George Vancouver, Thomas Pitt, Juan Francisco Quadra and John Harrison to name a few. This exhibition ends November 26 1999.

The Sub Subject



ueled and propelled by Ron Wild's Binnacle - published encorium, I better live up to last month's promise and talk about my two under whelming visits to the so-called "Russian" sub (U-521) that is or was tied up in the Fraser River at the New Westminster Quay.

Accompanied by wife, son and two granddaughters, I devoted part of Boxing Day 1997 to being rushed through that piece of junk, dropping copious bucks (\$7.00 for me and less for my escorts), and snapping pictures. But my camera must have sensed something. The snaps didn't turn out all that well, because I hadn't put in a film. The bear for punishment that travels with me drove me back on February 1st last year. There had been no improvement during the five or so weeks that had lapsed between disappointments No. 1 and 2. The guide said (and seemed to know) very little on both dates, the tour was as fast and as unsatisfactory the second time as it had been the first time but, Whoopee! now my pictures did turn out well and clear. Even the Cyrillic notices are plain and clear, but not understandable.

Perhaps, prejudice may have played a role. Why, for starters, was she advertised as a "Russian" sub? Her 1971 launching goes back to the days of the Evil Empire, when "U.S.S.R." and "Soviet" were part of our vocabulary. So, O.K., that's nit picking. Still, the hoped-for public appeal that may have lurked in the "Russian" moniker didn't do the trick. The ownersyndicate went belly up, U-521 was auctioned off to a Los Angeles-based group and, going by the Times - Colonist, may be towed to Victoria, for christsake. What if she sank in Active Pass? Would that thrill B.C. Ferries? Not all that likely.

Breathing easier now, I may as well jot down a few words about the U-521 sub, which the NATO gang had labeled a Foxtrot. The 300.1' long object was cobbled up by Sverdlofsk Krasnaya Sormova Shipyards, in Sverdlofsk (see why Russian and Ukrainian school kids fail spelling tests?) in 1970-71, commissioned in 1974 (three years to fix the leaks?) and decommissioned (all in one piece, by golly) after 19 years in 1993. U-521 has or had three Tatra diesels, three shafts with a screw on the end of each, and three elec-

tric motors. Three, three and three must have made it easier to balance the very dented brute. Anyway, it says she trucked along at 18 kts surfaced, and 16 dived. Not too shabby, what? Meanwhile, no one hides the fact that she represents an unmitigated knockoff of the Nazi's Type XXI. Just a few small differences here and there: for starters, the bodies at Sudomekh took a leaf out of the British Admiralty's book on subs, and made 100 per cent sure to uglify the Type XXI's fine lines. Next, where the German workers may have used grinders, files and squares, the Sudomekh honchos must have issued torches, sledgehammers, picks, axes and guesses to their comrades. No kidding: I haven't seen a purer, clearer fuller strength lack of pride in workmanship. Had the boat been mine, I'd have plastered Mickey Mouse decals all over. That way, I'd have known for sure why people could still laugh, after they'd parted with seven loonies.

Another thing that hurt my eyes were the plywood partitions and paneling in the crew quarters. It looked as if the varnished wood was recycled from packing crates, or it may have been the rejects of a packing crate shop. Rough stuff. Count the knots and win a prize.

It may have been that either the vendors or the new owners removed some of U-521's equipment, because there was not one periscope in sight, the radio room was as empty as a wasp' nest after the queen pulls out, and in the engine room there wasn't a motor in sight. It looked as spacious as a ball room before a dance. And I was suspicious of three plywood panels on the floor. Maybe they covered the holes left by the three Tatra's?

Should you be tired of my tirade, I'll turn positive for a few brief moments. The tour guide did know a few things all right. He mentioned that the four stern tubes could only be loaded from the outside. That isn't or wasn't all that unusual. The unusual is that, before loading those four torpedoes, the Foxtrot's bow tanks had to be flooded so that the stern tubes would come up above the waterline. Meanwhile, six bow tubes were rechargeable from indoors. That makes it

(Continued on page 4)

(Continued from page 3)

unlikely U-521 was ever caught with not a fish ready to launch.

On one of the reserve berths in the torpedo room, there was one torpedo on display. It was painted green, had a very smooth finish, and sported a bronze screw that was impeccable in all regards. "The Soviets made this?" I asked. Indeed they did. In fact, bringing it into Canada had been quite a hassle. Customs had insisted on an inspection by an R.C.N. expert just.....to make sure.

Finally, an unexpected nice touch: on the table in the officer's wardroom sat a gorgeous samovar coffee urn. I'm not sure it came with the boat, but it was a nice touch. Oh, and by the way, the guide was fair enough to tell me that the controls column and its half wheel had come from a scrapped Canadian frigate. The original one was taken out in Sverdlofsk.

I talked to a former R.C.N. submariner who had also visited the Foxtrot in New West. He, generally, was happier with what he had seen than I am. He mentioned, for example, that the pressure hull where it had been cut for public access showed some excellent, nicely welded steel. From that and other impressions, I gather that the then Soviets and now Russians do not subscribe to the "What looks good usually is good" maxim. Obviously, their priorities in manufacturing differ from what we are accustomed to.

My October blurb will deal with visits to two other museum subs: Pampanito in San Francisco, and Blueback in Portland. Those experiences, I suspect, coloured my take on U-521.

Romanus Unicum

1999 Executive Committee

President	Ron Hillsden	479-5760
Vice-President	Ron Armstrong	391-0101
Secretary	John McHutchison	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

VMSS EXECUTIVE MEETING AUG 30TH/99

RAY BETHEL REPORTED THE CLUBS RENT IS PAID ON THE HALL UNTILL THE END OF DEC./99. HE ALSO PRESENTED A BUDGET FOR THE YEAR.

RON HILLSDEN REPORTED- SANNICH FAIR TICKETS ARE ON THE WAY. ALSO THE CLUB PENNANTS ARE IN.

RON ARMSTRONG REPORTED- A LETTER WAS RECEIVED FROM THE CITY RE: THE CLUB DOCKS IN HARISON POND, THE CITY REMOVED THE DOCKS THAT ED BODDAERT MADE WHEN THEY CLEANED THE POND.

A DISSCUSSION FOLLOWED AS TO WHAT TO DO ABOUT THE SITUATION.

THE CITY BYLAWS STATE THAT NO ONE CAN PLACE ANY OBJECT IN THE POND WITHOUT A PERMIT.

WE ARE GOING TO REVIEW OUR INSURANCE POLICY RE: THE CITY'S REQUIREMENTS AND FOLLOW THEIR SUGGESTION THAT WE GT A VARIANCE TO THE BY-LAW ENTERTAINMENT

*SEPT-SWAP & SHOP

*OCT.-RON ARMSTRONG & BEGINER BUILDING

*NOV.-ENDEAVOR TALK AND ELECTIONS

*DEC.-CLUB SOCIAL

Pacificat

Ron Armstrong toured the ship at an open house.

The free tours were packing them in and I wanted to see where the \$Millions went. I joined the long line in the cool breeze. An army of red shirted PR types, brochures, a paper model and information packs. The thick deck and the high superstructure made 25 knots look unlikely, much less 37.

Eventually we boarded. I crossed the shiny car deck and went to the upper decks. More shiny aluminum structures, blue neon lighting, a very 'Star Wars' ambience. Definite European inspiration. Lots of carpet and multicoloured upholstery which looks familiar (Is it the same stuff used on the Maggie III? Well, that's being thrifty. Seemed forever to enter the bridge, which on the outside looks like those on the Spirits, but it is much shallower. Our single was crowded. Three officers sit in high padded swivel seats before an array of gauges and dials. The Captain and Navigator sit forward in the central bulge and drive the ship with small joy sticks. The engine rooms are "unpersonnelled". The Chief Engineer sits at his own consol on the bridge monitoring the machinery

(Continued on page 5)

(Continued from page 3)
through video cameras.

One neat feature is the video 'charts' hanging from the deckheads everywhere. They show the exact position of the ship and the intended course. Strange to me was the amount of unpainted aluminum and exposed welds. Conventional ships are painted everywhere.

A final note is the "condom" escape chutes. On the Cats, they are doubled on each side. I guess this means you won't scream alone as you drop to the heaving pad on the water. (I don't like the name - does it suggest you are screwed if you have to use them? - ed).

What to think? Well, she seemed well built, a tribute to the three yards. Passenger spaces are comfortable and the "Red Shirts" promised a new menu in the cafeterias (the old one is still fine by me!). I guess the rest is performance over time to see if she really cuts down the crossing time without increasing the fuel bill or suffering from deadheads common in B.C. waters.

I still don't like the "V" logo on the sides, but the cougar is Grrreat!

From the Bridge (Continued)

First is that I help Julie with the newsletter as well, and I honestly feel that these jobs together give one person too much influence.

Second, I've done what I wanted to accomplish, and I am getting stale as a President. The job should be rotated so there are fresh ideas and approaches. Again, I feel it is not healthy for an organization when the officers are stagnant.

Third, I have other interests. Holding both these jobs takes up some time over a two week period each month, and I don't have the flexibility or time to pursue other interests or build model ships.

In short, I've taken my turn and enjoyed it. But it is time. Our elections are at the November meeting. Please consider running for the Executive Committee to help make our organization strong!

Ron

From the Bridge

Summer is almost gone, and while that doesn't mean the end of the operating season in Victoria, many of us start thinking about what to build next.



I hope the plans list printed on page 2 is helpful. I have a preference for Canadian ships, West Coast where possible. All 3 sources have ships which served on the West Coast, and I encourage you to consider one of these as your next model. It's quite a kick to talk to the men who sailed on the real ships. They are appreciative of the models and have many interesting stories to tell (Ever notice how much command time Jack Lenfesty gets? When he gets the Princess Kathleen out people line up to talk to him about shoveling coal on the Coast Service!)

On a more personal note, I took on the Presidency with a list of things I wanted to accomplish. Most of them were accomplished in the first year. We got the rest in the second year and we are coasting now. My stint on the Executive Committee has been three enjoyable years this time, but it is time for me to step aside for several reasons.

Editorial!

Well, a new computer, new software, and a new look for the Binnacle. Let us know what you think. Constructive criticism only, please. Hate mail will be returned to sender!!!

I'm finally back from the wilds of Albert Head. Ron did a great job of pinch-hitting while I was gone. He gave up fighting with the old computer and deep-sixed it. I'll have to be careful. If my parts start wearing out, I might be the next thing to be replaced by a new model!!

Now that I will be getting some of my weekends off again, I am anxious to get to Harrison to sail my Victoria. Ron got very antsy seeing it still in the box so I told him to fill his boots and build it for me. What a great little sailboat! It even performed well in the little pond at the Saanich Fair.

Speaking of the Fair, I wish we had a dollar for every time someone said, "Look, it's the Titanic!" and one of us replied, "No, it's the Princess Kathleen. Titanic had FOUR stacks!" Never mind, lots of fun.

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

September 1999

We are on the Web!
<http://members.home.net/vmss>

Huber's Trophies & Awards



Suppliers of quality awards, plaques, trophies, lapel pins,
name badges, medals, etc.
Custom engraving services, logos, photo signage.

(250) 383-0848

Fax: (250) 383-6304

Gillian & Jeff Huber

332 Burnside Road East

Victoria, BC V9A 1A5 CANADA

LANGFORD R/C & HOBBIES

Model Boat Supplies

Doug Nex Tel: (250) 478-0959

2810-A Jacklin Road

Victoria BC Fax: (250) 642-2084

V9B 5A4 Res: (250) 642-3437

email dounex@direct.ca



B.C. SHAVER & HOBBIES

Kits & Supplies

Bob Rancier
Garnett Rancier
Harry Crosby

742 Fort St
Yates, B.C. V8W 1H2
(250) 383-0051

LOWELL BRIGGS HOBBIES

R/C Boat Supplies

Box 181, RR#1

Saultnierville,

Nova Scotia

B0W 2Z0

email lowell@ns.sympatico.ca

Tel: (902) 769-2277

Fax: (902) 769-3177

Where the Money Goes

9/30/98 Through 8/31/99

INCOME CATEGORIES

Income: Annual Dues	1,675.00
Income: Donations	657.00
Income: Regatta entries	34.00
All Others	35.00

TOTAL INCOME CATEGORIES 2,401.00

EXPENSE CATEGORIES

Bills: Rent	750.00
Job Expense: Binnacle / Stamps	725.47
Insurance: Liability	600.00
Leisure: Chri.Party/Coin Machine	215.00
Miscellaneous: P.O. Box Rental	74.90
Miscellaneous: Societies Act Filing	65.00
Miscellaneous: Flowers/ albums	47.24
Job Expense: Library	42.80
Job Expense: Books	33.93
All Others	7.21

TOTAL EXPENSE CATEGORIES 2,561.55

GRAND TOTAL (160.55)

is your model

naked?

shame!!!

**Dress it with the finest flags
from BECC model accessories**

ron hillsten

479-5760