



# The Binnacle



Victoria Model Shipbuilding Society  
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<http://members.home.net/vmss/>

## Fred Stolzenberg

After a lengthy (longer than we knew) battle with liver cancer, member Fred Stolzenberg passed away on March 12, only three days after we announced his illness at the March meeting. The swiftness of his passing just after being told that his condition was serious but not grave came as a real shock.

Those of us with more than a few year's membership will remember Fred for his superb skill and technical finesse. "Rita" and "Aloma" to name two, will live in the club annals and our memories as exquisite examples of our hobby at its' best.

Fred was always willing to help us "show the flag" at various meets and exhibits. Less well known was his willingness to help other members with their projects. Personally I was rather tardy in recognizing that he only built models of local craft - a most worthy endeavour!

Fred, we salute your standard of excellence, your kindness, and your loyalty to VMSS. You will be missed, from "Across the Bar."

Ron Armstrong, President V M S S

## From the Bridge

Two months without this report but maybe it hasn't been missed! As we head into spring and full running/sailing season it is time for most of us (your president excepted) to turn to operating our vessels instead of building them. Our first regatta is slated for May 7 at the pond and our Regatta Chairman Rob Woodward (474-5912) is in charge. Questions, comments and offers of help go to him.

Belated congratulations to all the Canwest winners but especially to Bob Rainsford for his remarkable performance on the MiniSteering Course. First time on the boat, first time on the course, First place! Even the Chairman and Course Creator only placed Third!

Its a breathtaking result, one that offers few tips for the rest if us beyond noting Bob's calm and unflappable manner.

We still want another Director to help share the (varying) organizational load.

I would also like to thank Doug Nex for his years of support and good service. May he enjoy his retirement. He is still available at his home at 642-3473 if you would like his advice or assistance.

Finally, remember that your views are always welcome by any Director. The only proviso is that at key moments in monthly meetings some of us are dealing with various items- The break is the best time and I'm trying to keep that long enough.

Fine Lines and Steady Wakes

Is it one foot in the grave, or the start of the best part of life?  
Happy Birthday, Ron!

## Dates to Remember

Apr 13-16 MVIMM

Show, Nanaimo

May 7-2000 Northwest

Regatta, Bellevue, Wa

May 7-Mini-regatta

May 11-meeting Ted Roberts  
Capt. Vancouver and

HMS Discovery

May 26 Ceremony of Flags,  
Legislature

June 8-meeting Romanicus

Unicum takes us below again!

July 1 Canada Day

July 9 Strawberry Festival

Mid August-BAMM Regatta,  
Burnaby

Aug 21 Foss Cup, Bellevue

Sep 2-4 Saanichton Fall Fair

Sept 30 Victoria Scale Modellers  
Contest, Esquimalt Rec Centre

Every Sunday 9:30-11:00  
Harrison Pond

1st and 3rd Sundays 10:30

Big Sailboats-Elk/Beaver Lakes

2nd and 4th Sundays 1:30

Fun Sailing-Harrison Pond

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Genuine  
ANTIQUE  
Person





## APRIL LIBRARY REPORT

BY KEN LOCKLEY

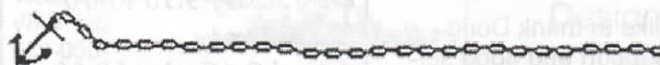
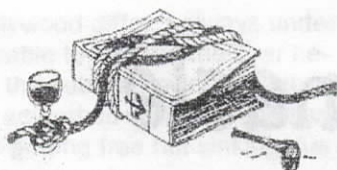
I would like to start by thanking David Powell for donating a bunch of Model Boat magazines for our monthly sale. In addition, Bob Rainsford has donated the biography "Spilsbury Coast". If you haven't read this book, you are missing a good read. Jim Spilsbury ran a Marine Radio Service up and down our coast. The book describes his adventures in the power cruiser "Five R. B".

The proceeds of our monthly magazine sales have made possible the purchase of "Scale Sailing Models" by Phillip Vaughan Williams. This book is an excellent learning manual about Scale Sail with lots of pictures and diagrams. The sail control section is very comprehensive with ideas for multiple masts and flying sails. There is excellent detail on decking and bulwark building that can be used with many applications. The book is published by Traplet Publishing the same British company that produces "Marine Modeler Magazine".

The third new book this month is "SHIP MODELLING FROM SCRATCH" by Edwin Leaf. This modeler discloses his techniques in a very interesting manner. The book has a series of vessels under construction where the author shows in detail his ideas on how to do the job well.

These three books along with the two donated by Nort Tustin in February gives us five new covers in the Library. Thanks fellows!

I would appreciate suggestions on new books for us to purchase as well as donations. The most important thing is to use our system.



### EC12 Regatta

The Delta Model Yacht Club announces a two day regatta at their water facility just south of Sacramento California, near Walnut Grove.

The Delta Model Yacht Club was sanctioned in December 1999 and is the only EC12 club in California. They are inviting all EC12 clubs West of the Rockies to join them July 29 and 30, 2000. Contact: Rick West 650-359-1525 Or the club website: [www.deltamyc.com/](http://www.deltamyc.com/)



## Victoria Model Shipbuilding Society

### Financial Report

1<sup>st</sup> Quarter Ending March 31 2000

#### Annual Fixed Expenses:

Rent	\$650.00
Insurance	600.00
PO Box	74.04
Binnacle (1999 account)	725.27
Societies Office	26.00
Library	100.00
<b>Total Fixed Expense</b>	<b>\$2,175.31</b>

#### Income Collected to Date:

January	
Memberships (16)	\$562.00
Donations	20.00
Raffle	13.00
Lapel Pins (10)	50.00
Bank Deposit	\$648.00
February	
Memberships (19)	\$560.00
Canwest Pond	95.64
Raffle	12.50
Cash transferred to March	(16.14)
Bank deposit	\$652.50
March	
Memberships (8)	\$280.00
Raffle	13.00
Hats @\$5	20.00
Sale of boat hull	20.00
Cash transferred from Feb	13.00
Cash transferred to April	(3.14)
Bank Deposit	\$346.00
<b>Expenses Paid to Date:</b>	
Insurance	\$600.00
Binnacle	124.10
PO Box	74.04

<b>Year to date Expenses</b>	<b>\$798.14</b>
<b>Year to Date Income</b>	<b>\$1,646.50</b>

Derek R. Woollard, Treasurer

The Metro Marine Modellers of Toronto is sponsoring the TORONTO 2000 MODEL BOAT EXHIBITION on July 1 and 2 at the PIER WATERFRONT MUSEUM. It will be a judged (optional event) with classes in sail, naval, working, pleasure, ships-in bottles, and miniatures with categories of kit, semi-kit and scratchbuilt. There will also be a Submarine Regatta and a running R/C area available for demonstration. Info at their web page: [www.metro-marine.org](http://www.metro-marine.org)

For Sale: 1:50 Amsterdam Tug, made for R/C, 90% complete (painted and all except finest detail). Call Alan Taylor in Sidney at 655-1992



## The Sub Subject

Not too sure I can deliver on all of my March promises for this April 'Sub subject,' but like the little boy who climbed that hill, I'll sure TRY

Although stealth has elbowed out underwater speed as the navies' foremost requirement, submerged speed has not been relegated to the trash heap among submarine shoppers. Sleeker, slicker and smoother hulls with minimal protrusions, more hydrodynamically 'correct' fillets at the roots of sails, rudders and planes are still in vogue with the world's naval forces

Back in the 1969-1971 period, for example, the US Navy's test-bed/experimental sub, the Albacore (AGSS-569) reached phase V in its evolutionary trial and error program. And, to this day, some of the phase V findings still remain classified. It is known, though, that one experiment involved the expulsion/excretion of a viscous polymer from a slotted ring just aft of the bow. "Greased lightning" was the watchword. The expelled liquid, it is claimed, reduced laminar flow resistance by up to 30 per cent. On the down-side, however, the most stingy spurts and squirts consumed an exorbitant volume of liquid, and the system never did find its way into American shipyards. But the Soviets went for it big time for several of their many classes of nukes. Their outlook on war materiel design is outright single-minded and specialized. Meanwhile, scuttlebutt participants have it that calls from the Sierra Club, Greenpeace and their ilk went unanswered by the then Comrades: they had no P.R. budget. And come spring, look out for soap bubbles in the wake of my models at Harrison's pond.

\* \* \*

The numero uno strive toward stealth concentrated on outside-the-hull noisemakers. Obviously, the screw's or screws' operation(s) was the marine architects' and the engineers' first target.

The drive toward quieter propulsion is evidenced in this reasoning: the more screws, the greater the noise. Hence, (excepting the 'Russian' giants, i.e. Typhoons), contemporary subs have a single screw. Still, the faster it spins, the more detectable noise it generates. To off-set the need for high revolutions, more and more intricately-shaped blades were adopted. All well and good: more blades can displace more water, but only up to a point. Apparently, the current seven-bladed, scimitar-shaped jobs are less efficient than their five-bladed sisters/brothers. All in all the trade-off toward silence offsets their toes of "bite." What's wrong with flank (submerged) speed at a low 100 to 130 r.p.m.? Next, it was found that the tips of these giant nineteen-foot-plus wheels vibrated a good deal. And that made noise. But not to worry: four to five inches of the tips of the blades were cut off, and an about eight- to 10-inch wide hoop was

brazed around the chopped-down wheel. Not bad toward noise suppression, but again less efficient. (personal experience at 1:96-scale too.) Those hooped screws are known as "cartwheels." Whoever coined that term must have had a ride on Paul Bunyan's Blue Ox-powered wagon, what?

Still more recently, the U.S. Navy has copied (somewhat) the Royal Navy. Their latest sub classes, *Seawolf* and *Virginia*, were handed over with pump jets on their tails. On the outside, those propulsors look like double- or triple-deep Kort nozzles, but inside they have stators and rotors in the spirit of jet engines and the converters of automatic car transmissions. They are quieter but, the bottom line, based on a subcommittee member's experiments, are 10 per cent less effective than a cartwheel, and 15 per cent less good than a standard seven blader. Given thought and time, I'm sure, navies will conquer the exotic art of both having and eating their cakes, without breaking teeth on blade fragments.

\* \* \*

Few among you, I'm sure, lie awake at night wondering about how SSBNs (Ballistic Nukes) go about launching missiles while submerged. In spite of that, I'm keen to tell you what (I think) I know.

Missiles are launched at periscope/initial-guidance antenna depth. They are forced out of their door-opened silos by instantly-generated steam at 4,000 psi. In their dry-before-launch tubes, they are stored in fibreglass (GRP) cocoons with industrial-strength bottoms. Steam pressure (compressed air wasn't up to the job) shoves them up through the saltchuck, and some 20 to 30 feet up in the air. At that point, if all goes well, explosive charges send the container's chunks to all points on the compass, the solid-fuel motor ignites, and--satellite-assisted--the US taxpayers' US\$13,000,000 package can wend its way for up to 4,000 n.m. to where it is meant to do some "good". All this, it is claimed, without the weapon getting wet at launch, and a claimed accuracy of a 300 foot target radius. By the way, the Trident missile warhead covers ("dunce caps") are made out of the wood of a coniferous species of trees found in Oregon state. During re-entry to the atmosphere, the cover burns off like matchwood, and the single or multiple charge(s) is/are off to do their thing.

For the May Binnacle. I'll go back to the October '98 "linkages" topic, with sketches this time

Romanus Unicum



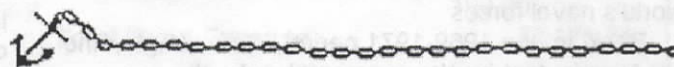


## The building of "X" Cat -- 1

While sailing my "Reno" down on Harrison pond, I was asked in conversation, if anyone had, or had sailed a catamaran on the pond, I said not to the best of my knowledge, the person said he had sailed a full sized "surfcats" or "Hobiecat" and that he was surprised that no-one had modelled one. Later on, at home I thought to myself, "that would be some sort of a challenge, why not have a go" and so the germ of an idea started working, I didn't want to spend a lot of money or time, on a project that may prove to be not worth the effort, so my first thought was, the hulls have to be simple and cheap, this was achieved by using un-perforated 3" land-drain plastic tube, (a ten foot length cost around \$7.50) I used around 6 feet, (having decided that the length of a "Reno" was as long a boat that I wanted to get in my car, also it would allow me to make use of a spare set of sails that I had left over from the alterations I had made to my original "Reno") I closed the ends and shaped them with block balsa that I had been given by Ken Lockley, these were shaped to fit into the ends of the tube, sealed with the PVC glue that plumbers use to join the tubes, and shaped as bow and stern sections, the block balsa had a 1/4" plywood piece in the centre as I had anticipated having to screw something or other to the balsa, and as balsa is so soft I needed something harder to screw to, next I had to decide how I was going to connect the two hulls together, I thought well I'm using PVC tube for the hulls why not use PVC tube to join them, OK so next, I decided to use 1-1/2" tube to contain the controls, this enabled me to mount the steering servo, the receiver, the battery and the sail servo, and on/off switch all within the central "pod" so I bored tight fitting holes at right angles to the central "pod" and fitted the cross pieces through, then on the ends of the cross tubes I fitted 45 degree angled sockets, into these I glued short lengths of tube, to locate in holes in the main hulls and glued the whole assembly together, with the exception of the rear end plugs, these were left off so that I could have access to the inside of the hull tubes for the fitting of the "keel" fin boxes I had decided that I would require ballast keels to prevent the cat from being blown over, as the general length was almost the same as a "Reno" I guessed that the ballast weight would be around the same so I made "keel-boxes" and cut slots in the tubes, and fitted the boxes in, as I was not able to be certain of the watertight integrity of the hulls due to the positioning of the "keel-boxes" I decided to provide "positive buoyancy" and filled the hull tubes with expanded polystyrene, packaging foam before sealing them up, I then made twin rudders, fitted with "tiller arms" which I connected together using a section of aluminum arrow stock and connected the steering servo to them with an arm made from styrene sheet. The next thing to do was to fit up the rig for sails, well I mentioned before I wanted to make use of a spare set of "Reno" sails so I just rigged the Cat as if it was a "Reno", the only differences were that the jib swivel is mounted at the front end of the central "pod"

(having no foredeck) and the backstay had to be divided between the two hulls at the stern (avoiding the tiller arms). The proof of the pudding as they say is in the eating.....Well I shall not be "eating" the "X" Cat-1 .....but the launching will be on Harrison pond on Sunday afternoon 26th March 2000 weather permitting ( being a fair weather sailor I shall not be there if it's wet)

Dave Powell



## VMSS GENERAL MEETING MARCH 9TH/00 ATT: 31

New members: Larry Gagnon, Jim Harris and Alex James

Entertainment: Scott Ringrose & Dave Seager gave a talk and demonstration of vacuum forming and working with plastics. Well-Done Guys!

Ron Armstrong: Reported that Fred Stolzenberg and Geoff Walton were not doing well and cards will be sent from the club (Fred Stolzenberg has since passed away and a card of condolence has been sent to his family)

Rob Woodward: Reported

1st Regatta: Sunday May 7th/00 11am.

2nd Regatta: Sunday June 25th/00 11am.

John Gough: Asked if anyone could help at the Maritime Museum March 22-24th/00 to help with the children, 11am-4pm.

Hillside Mall: Sat. Oct. 20-21st/00 All in favour

Entertainment; May-Ted Roberts to talk about Capt Vancouver and HMCS Discovery June-Romaine—Submarines!



## Tech Tip

While at Ken Lockley's Model Slipways, workshop for the Reno one metre sailboats, we were discussing means of cleaning up a "laid deck" the deck in question was Teak with "caulking" represented by "tar paper".

For use as a "scraper" it was decided to try using the blade from a "Stanley" knife. Although this seemed to be working quite well, holding it in the fingers would prove hard on the fingers, I suggested that we take a short length of scrap wood (around six inches of 2"x 1") and cut a slot across the end (the 2" way) and fit the blade into the slot. This was tried and proved Successful. It could be refined, of course by maybe chamfering the end holding the blade, and shaping the "handle" part to fit the hand for comfort if using it for a long while.

David Powell



## I.S.S. MODELS - "ANYOX"

by Ken Lockley

At the Canwest Show, I had the opportunity to view our member's models with great interest, some new and some favorite standbys on display. As I browsed around looking at all the ships, I noticed Don McLeod's "Anyox" and I thought there might be a story in her for this newsletter.

Over the years the "ISLANDER" has had articles on the mining operation at Anyox, now nothing but rusty bits of pipe and waste blocks of concrete from old foundations. From 1914 to 1935 Anyox, located on the Portland Canal, North coast of B.C. was home to a population of 2000 people. This was the site of a large copper mining and smelter operation run by Granby Consolidated Ltd. The smelters produced from mines near by slabs of Blister Copper weighting 350 lbs. each. (Slab specs. 16" x 20" x 2" = 350 lbs.) These slabs were transported by Don's vessel "Anyox" to Tacoma where eventually they were re smelted into pure Cathode Copper for industrial use.

Don joined the vessel "Anyox" in 1939, at that time she was part of the "Island Tug and Barge" fleet. Don recalls making repeated trips from Port Alberni to Ocean Falls towing scows full of pulp chips. Don's comment to me was he knows the ship very well as on these runs he was occupied by chipping paint.

Next time we have a display take a close look at Don's model and you'll see a foredeck hatch and also one in the aft deck of the hull to accommodate the Blisters of Copper. In 1942, Island Tug chartered the "Anyox" to the U.S. Army, Alaska Transport Service, (ATS)

Don states to the best of his knowledge after the war she was sold and used in the Orient and eventually sank in a China Sea Typhoon. She's a credible little model built mostly from memory and has the type of detailing that comes from years of railway modeling.

"Anyox" specs are length 160' and maximum beam 35', Draft 12-15'.

This is one of the models that helped me enjoy our Canwest Show and it's always fun to also see new models and new ideas.

Details provided on the smelter operation at Anyox by Mr. Jack Currie, former employee.

## Movie Review

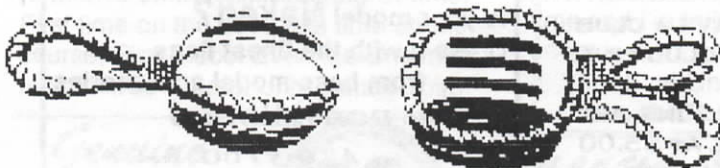
"The Hunley" starring Armand Assante and Donald Sutherland

This was the CHEK-TV Late Show one October night off that just couldn't adjust to sleeping. It purported to tell the story of the ill-fated, hand-powered Confederate vessel that made the first successful submarine attack or an active warship in 1864 off Charleston, South Carolina. The script fleshes out what little is known about the "H.L. Hunley" (the full and proper name) and the persons involved, back dropped by the constricting Federal blockade which was imposing severe hardships on the populace.

The actual boat, from what little records exist, was a cast-iron cigar about 30 feet long overall. Two low "turrets" surmounted the centreline, both capped by hatches to give access. The forward one also had a thick glass window to allow for surface navigation or when under enemy fire. The stern "coned" to a single large propeller one no cruder than those in contemporary steamer use. In fact the boat's shape bore a striking resemblance to the British x-craft and Japanese midget subs of World War II. Of course the motive power was vastly different, that big four blade screw was turned by six brawny and sweaty men while the commander steered and navigated. All this is presented in great, even claustrophobic, detail.

Today's movies are so slick that it is difficult to know where an actual 3D model stops and digital graphics begin. But the viewers get a real sense of the dark and dripping tube and the "do or die desperation" of the volunteers who tried to break the Union blockade. In fact the opening sequence sets the tone as the sub plunges to the Atlantic floor to the screams of the drowning crew. Apparently the "Hunley" killed several crews due to faulty ballasting valves and other failures of the primitive equipment. Monohull construction meant any leak was fatal. Until the last glorious foray the boat was raised each time and yet another crew eagerly took the dead mens' places. It is interesting to note that the entire project was under the Confederate Army, as the Navy (yes they had one) thought it was all too sneaky and undignified for such an honorable service! So Assante's character is a major and most of the crew are soldiers.

Everything "sub-wise" is believable up to the final moments. "Hunley" looks quite menacing heading out through the river channels with propeller thrashing and riveted black hull just two feet above water. Briefly I thought the producers ran her too fast but strong enough men and a 'relatively efficient' screw could probably achieve this speed for short bursts. Of course they would be cranking like crazed demons, which the movie shows. The attack is done well, "Hunley" ramming the spar charge into "Housatonic's" belly with fatal



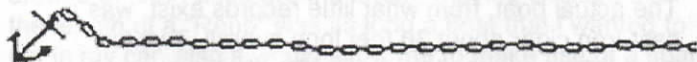


effect. Here history and Hollywood differ. I always understood that the crew were unable to release the spar before the explosion and thus the sub was swept into the hull of her victim becoming entombed on the seabed with her. The film shows the sub getting free but sinking due to rifle fire and a hatch untimely opened.

I don't know if this helps our future model submariners. But it is a view of submarine beginnings, before diesel engines and even before Romaine started his collection!

P.S. Assante is quite credible as a southerner. Alas our Donald is not!

Ron A.



## SABLE ISLAND

Sable Island, the 'graveyard' of the Atlantic, lying 200 miles off the coast of Nova Scotia, was truly a 'no-man's' land often hidden in fog. Its treacherous shifting shoals claimed hundreds of ships on their way to the 'New World'. Schooners fishing on the Grand Banks were also endangered. One of the earlier accounts took place in 1598 with the landing of 60 convicts from a French ship - they were to start a colony. Three years later there were only six survivors.

Through the centuries it has been frequented by pirates, ship-wreckers and murderers. In 1802 the 'Princess Amelia' was lured into the deadly shoals by 'wreckers' fires, and when 200 survivors struggled ashore they were all murdered. This tragedy moved the Nova Scotia government into establishing a life-saving station on Sable Island.

In 1855 the steam ship 'Druid 1', a paddle-wheeler, was the first iron built vessel to service Light-

houses on Sable Island. The salvage brought back from the island more than compensated the costs of maintaining the station. The Sable Island venture was the start of coast guard stations on the Atlantic to the Pacific. Bamfield station was the first station on the west coast, established in 1907. Communication was a major problem in the eighteen hundreds, so a messenger pigeon service was established in Halifax. These pigeons were a selected breed with good track records imported from Europe. The hope of using pigeons between Halifax and Sable Island proved unsatisfactory as the distance was too great, the weather conditions were adverse, and the pigeons were harassed by seagulls.

It was during the early nineteen hundreds that wireless service was introduced to the fledgling Coast Guard. The Sable Island ponies have lived for centuries on the grasses of the island. Their struggle ashore from a long ago shipwreck developed them into stocky survivors. A note from the Coast Guard diary of 1842 -- "December 10th, We got another fat horse for to eat."

Bill Birch



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