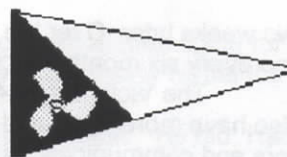




# The Binnacle



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

October 2000  
Volume 22, Issue 10  
<http://members.home.net/vmss>

## HMCS Victoria on her way to Canada

### Oct 6, 2000: Navy gets the keys to new pre-owned submarine

BARROW-IN-FURNESS, U.K. - Canada took delivery of its newest submarine Friday, when the first of four used ships was turned over by the British navy.

HMS Unseen became HMCS Victoria at Barrow-in-Furness in northern England. In April, 1998, Canada decided to buy four used Upholder class submarines from Britain. The diesel-powered subs will cost \$750 million.

"It is a new chapter in the life of the submarine service," said Lt. Ken Marr, the sub's chief executive officer.

"We spent so many decades operating the Oberon class submarines - which was a fantastic submarine, but its time had come and gone."

The Upholders were built by Britain in the 1980s. When the Cold War ended, Britain decided to keep only its nuclear submarines.

According to NATO, the more modern subs will allow Canada to remain a significant player in international naval operations, and to protect its own coastal interests.

The Victoria will leave England Monday, and is expected to arrive in Halifax



### Dates to Remember

Oct 21+22 Hillside Shopping Centre

Nov 9 Regular Meeting

Dec 14 Xmas Social

Dec 14-15 St Roche 2

Visiting—Ship's Point?

Jan 9 Regular Meeting

Feb 2-4? CanWest Mall

Feb 8 Regular Meeting

Every Sunday

Harrison Pond

Power: 9:30

Small Sailboats: 1:30

1st and 3rd Sundays:

Elk Lake

Large Sailboats 9:30

|                              | HMCS Victoria                               | HMCS Calgary       | USS Florida         |
|------------------------------|---|--------------------|---------------------|
| Displacement surfaced /dived | 2160/2455 Tons                              | 4635 Tons          | 16,764/18,750 Tons  |
| Dimensions                   | 230.6 x 25 x 18                             | 440 x 54 x 16      | 560 x 42 x 36.5     |
| Complement                   | 48  | 225                | 154                 |
| Speed surfaced/dived         | 12/20                                       | 28+                | ?                   |
| Armament                     | 6 Torpedo Tubes                             | All sorts          | 24 Trident Missiles |
| Power                        | Diesel/Electric,<br>potential for fuel cell | Gas Turbine/Diesel | ?(ha!)              |

### 2000 Executive

President: Ron Armstrong 391-0101  
Secretary: John McHutchion 480-4048  
Treasurer: Derek Woollard 658 1150  
Directors: Scott Ringrose 744-3048  
Rob Woodward 474-5912  
Mike Gibson 474-6539



### Inside

2—Regatta Results

2—Sub Subject

3—St Roch 2

4—Tech Tips

The comparisons are ships we know—Romaine's USS Florida and Jack's HMCS Calgary. The comparison is unfair from an operational perspective, but if you want to model a Victoria Class sub, 1/96 is real dicey!



two weeks later. Over the next two years, the Windsor, Corner Brook, and Chicoutimi, will be upgraded and delivered - one every six months. Victoria will transfer to the west Coast in 2002 after receiving Canadian sensors and weapons.

The Victoria has 440 man-sized lead-acid batteries. She will carry the same torpedoes as the Oberons. They also have more living and working space, are a little faster underwater, handle better and have far more advanced sensors and communications gear.

### October 8 Regatta Results

The 3rd regatta of the year went off with a few problems: the Victoria marathon was on at the same time and it was raining every where except Harrison Pond. Unfortunately a lot of skippers couldn't get down, but those of us that did had a relaxing good time. I'd like to take this opportunity to thank Dave Seager for the judging, and an even bigger thanks to all the people for helping me put together these 3 regatta's: Bob Rainsford, Bill Birch, Ron Armstrong, Scott Ringrose, John McHutchion and Jack Lenfesty.

The results are:-

- 1 Rob Woodward
- 2 John McHutchion
- 3 Ron Armstrong (who was 3rd in all 3 regattas this year! - way to go Ron!)

**This is where the news, minutes, mail and other events go when someone tells me! - ed**

### THE SUB SUBJECT

The story concerning my MARKLIN wind-up (toy) submarine which now follows may sound familiar to a number of Binnacle readers and others as well. Different versions and certain parts of it have gone out to U.K. and U.S.A. publishers, but it's one of those rare things in my life that for going on 57 years has never gone out of my mind for very long. Further, and now in the present tense, it is the spark that makes me build and run model submarines--a still rather uncommon and, dare I say, esoteric hobby. To illustrate: the U.S.-based SubCommittee, which was joined recently by the long-existing U.K. sister organization, counts less than 1,000 members. Compare that to the boating, car and flying contingents .....

As a seven- to 11-year-old (nothing to do with the Southland Corporation's "7-11s") I almost weekly watched the German propaganda newsreels. Must say that it was quite exciting to watch Stukas dive and virtually lay waste to an entire French or British city with one or three 500 pounders, or to see a small parade of Tiger tanks wipe out the Maginot Line and similar minor handicaps, to then go game hunting with their spare ammunition. Quite impressive. "How come," I asked my mom, "they're not winning the war?" Stukas and tanks were sure doing a job, but to my eyes Donitz's U-Boats beat all. A couple of torpedoes here and a few more elsewhere . . . and entire North Atlantic convoys went to Davie Jones's locker for good. That's what I had to have: a toy submarine.

As an only child and accomplished nagger, mom got me one out of Kristiaansen's show window. That, in its day, was Antwerp's most exclusive toy and gun shop. (More recently, they only stock plastic model kits.) She was a beauty. (My mom too, but I am talking sub here!).

She has an 18.8" l.o.a., a 3.0" beam, and weighs in at about 1.825 lbs. Her prototype cum provenance is likely to escape me forever, but she carries an upside-down lifeboat topside near her stern, sports two gun turrets and, get this, had decaled flames spreading out of decaled machine-guns plus decaled portholes below her waterline.

All of that, perhaps, would or could have become a childhood memory if it were not for my mom including it in one of her C.A.R.E. packages to her now deprived son living in "Arctic" Canada. I was thrilled. But, however, though, "someone" (NOT me) had busted the toy's clockwork spring, and MARKLIN had taken the trouble of sealing the hull's lower and upper halves with the neatest bead of solder I'd seen to that date. Anyway, our young son could play with it in the bathtub. But that same young son wanted the thing to run. Heat would have destroyed the factory paint job, so I pried-cut it apart with a paring knife. The brass and steel clockwork's spring was broken in not one or two but in three places. I put all the pieces in a trunk, and that's where they spent their next 30 or so years.

Early in the '90s, at an Elk Lake regatta, I met a fellow called Paul. He lived on Salt Spring Island and showed me his scratch-built model of a Soviet nuke. That set me thinking again, but not doing much. Next, an ad in our local paper. The Victoria Maritime Museum solicited toy boats on loan for a special four- to six-week display.





The curator accepted my MARKLIN in a flash, somewhat reassembled the hull, and made a not bad wooden stand for it. Went to see it on my freebie pass, and got re-excited. But who would fix the spring, and how would I ever reseal the hull without burning or blistering the original paint?

My wife figured that our long-time clockmaker, Mr. Basil Blackman, could likely fix the "motor." He did. Had ordered the 7.0' spring from Toronto. But the hull? Sealing the hull? A Calgary friend (this is 1994, mind) was amazed I'd never used or thought of using epoxy glue. ("It works on metal, Romain. Use it on my trains all the time.")

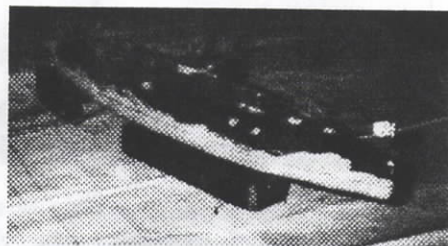
At Home Hardware, this question came up: "You want the five-minute or one-hour stuff?" I said I'd waited for 30 years and change, and then made the big mistake of getting the five-minutes-flat compound, and home I went.

Then it took me days to realign the edges of the hull's two halves--putting nary a scratch on the factory paint. With imaginary drums rolling, I applied the mixed epoxy to the inner lip of the upper half and the outer one of the lower half. But the fit near the stern wasn't great. I wanted to start over again. The halves didn't part. I panicked. With glue on every one of my 10 fingertips, I did pry the halves apart, but MARKLINS paint job had exited into history. To keep this report shy of book length: On September 21, '94, I re-commissioned her at Harrison's Pond. Ran her every Sunday and Wednesday for perhaps 14 months. And learned about hydrodynamics. She submerged 17 times, running in a 17' circle. I loved it, and built subsequent electric-powered models and, later, R/C subs of increasing size and complexity--all this thanks to a 1943 birthday gift.

One much-later Sunday, at Wally's insistence, I wanted to run her again. Upon launch, she lifted an inch out of the water, and made a dull sound. Mr. Blackman took months this time to repair the spring. Richard at the Shaver Shop gave her a professional paint job, and Len Gibbs weathered her. She runs like a charm again, but too slow to dive. I think she's a museum piece now. Research tells me that, back in 1943, mom forked out about \$7.00. Now, at least to me, she's priceless. Absolutely.

Next month and also in December, I may deal with building model submarine hulls.

Romanus Unicum



## The Romance of the Sea, the Romance of the North—does anyone care anymore?

### The Voyage of the St Roch 2

When I was a kid, nothing stirred me more than the stories of the Mounties against the weather and occasional bad guy or a good sea story. The St Roch's epic adventures combined the best of both. How times have changed.

St Roch 2 (RCMP Nadon) will enter Halifax after 103 days at sea On Wednesday Oct 10—the day before our meeting. The press has by and large ignored the saga so far. We'll know Thursday if that changes.

Here is the story outline.

On May 27/00, CGS Simon Fraser left Halifax for Vancouver via Panama. Simon Fraser was manned by a volunteer crew to support the Nadon. The Nadon left Vancouver July 1/00 and headed towards the Northwest Passage carrying St Roch's bell and flag. Tracing a path across the top of the world, the ship's bell was again heard in the Arctic communities St Roch served for 20 years - Hershel Island, Tuktoyaktuk, Coppermine, Cambridge Bay, Goja Haven, Pasley Bay, Pond Inlet, and Iqaluit.

The two ships worked their way through the passage while performing other duties, such as a week-long search for the ships of the lost Franklin expedition in Queen Maude Gulf.

Simon Fraser returned to Halifax after circumnavigating North America in 114 days on September 22. She left Nadon in the Gulf of St Lawrence to conduct community visits in Quebec, Ontario, New Brunswick and Prince Edward Island before arriving in Halifax October 10. She will do in 103 days what the original St Roch did in 27 months. Of course, Nadon is faster, encountered exceptional weather and had her own ice breaker!

The Nadon won't be relaxing in Halifax, she leaves on Oct 13 for Boston, the first port visit on her way home via Panama. She will be arriving in Victoria December 13 and leaving for home on December 16.

This is a good story! These guys have an excellent web site. Why isn't it being hyped up by the press? Could it be publicity is being handled by the Vancouver Maritime Museum (ho-hum) and the RCMP (double ho-hum)? Or is it that the press is getting too lazy to dig a little for a story? Or do kids just want the fast action shoot-em-up space invaders stuff?

I don't think the kids have changed judging by the reaction to the movie Titanic. It's a little sad that the story of this voyage hasn't been told so it hasn't captured the public's imagination. On the bright side, I guess, is that the line to visit the ship in December 14 and 15 won't be long.



## Tech tips

### Fat Fingers, tiny screws

Some drafting mechanical pencils, which use larger diameter lead inserts, have their clutch jaws external to the body of the pencil. With no lead in the jaws, if you push the clutch button down, the sprung jaws extend out and expand. Put the head of the screw in the jaws and let the jaws retract into the pencil body, when they will close around the screw head and hold it firmly. Then screw the screw into its hole, then press the clutch button to release the screw head when done.

### General Rule

The smaller the detail, the harder the wood should be. Use Boxwood if you can get it, else hard maple or similar.

*In theory, there is no difference between theory and practice. In practice, there is!*

## BANDIT BOATS

### Fine Moulded Hulls

**Tugboats, fishboats, hydros  
tunnel hulls. mono deep V's**

info@banditboats.com  
www.banditboats.com  
9769-5th Street, Sidney BC \* 250-655-0984

*Got something for sail?  
Don't hang around.....*



*This could be your ad!*

## Ken Lockley Design and Model

**Plans for Sale**

**Producer of Vintage Scale Model**

**Yacht Plans for Radio Control**

4114 Cedar Hill Road, Victoria BC Canada V8N 3C4

Orders and Information: lockley@pacificcoast.net

## BC Shaver & Hobbies

Bob Rancier  
Garnet Rancier  
Harry Crosby

742 Fort St. Victoria BC V8W 1H2  
(250) 383 0051  
http://www.bcshaver.com/

Ship Kits & Accessories  
Radio Control  
Tools and Materiel

## Huber's Trophies and Awards Gillian and Jeff Huber



Suppliers of quality awards, plaques,  
trophies, lapel pins, name badges, medals,  
etc

Custom Engraving Service,  
logos and plastic signage

(250) 383 0848

Fax: (250) 383 6304

352 Burnside Rd E, Victoria BC V9A 1A5

jhuber@netcom.ca

**scale model flags**  
simply the best available  
BECC makes over 150 flags from 3/4" to 6"  
In Stock

### Canada

Maple Leaf  
Red and Blue Ensigns  
Naval Jack  
BC Flag  
CP Ships House Flag

### UK

Union Jack  
Red and White Ensigns

### USA

48 and 50 star  
Stars and Stripes  
Naval Jack

**ron hillsden**

479 5760

ron-hillsden@home.com

http://members.home.net/ron-hillsden/

Discount for  
YMSS Members