



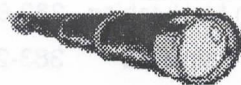
The Binnacle

Victoria Model Shipbuilding Society
4996 Georgia Park Terrace
Victoria, B.C., V8Y 2B9

Next Meeting MAY 8 - 7:30 PM
313 Brunswick



HAPPY EASTER



ON THE HORIZON

Information on upcoming events

April 20 – First Sailing Regatta and Powell Cup – Beaver Lake * Ken Lockley

April 24 – Executive Meeting

May 4 – First Power Regatta (Battle of the Atlantic Regatta) Harrison Model Yacht Pond Troy Thomas

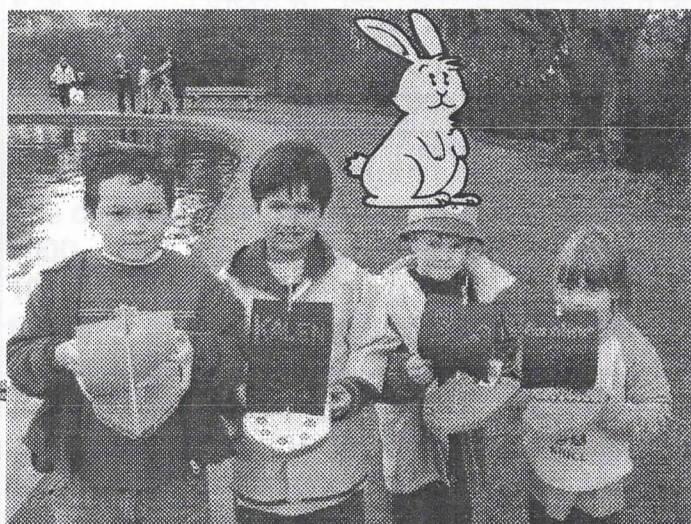
May 3 and 4 – Submarine Regatta – Cultus Lake * Romaine Klaasen

May 8 – Regular Meeting – Doug Allen will show us how he takes lines off a half hull and **Jack Peterson** will discuss woodworking.

June 1 – Sidney Community Days Display and Show

June 1 – July 1 Show at Sidney Museum in old Post Office

Questions? Ron Hillsden 479-5760 Ron.Hillsden@shaw.ca



SHOW AND TELL

Please bring a model or a model in progress to the meeting to show and share with other members. It is nice to see what talents our club possesses, to get ideas and to be able to ask questions and learn from others.

MARCH 9, BEAVER CUBS BROUGHT THEIR HANDMADE BOATS TO HARRISON YACHT POND FOR A DAY OF FUN.

Members of VMSS were there to give them a hand and encourage future modelers.

Thanks to all and to Jack Ross for photos

Regular Meeting Minutes Extract March 13/03

Details were given on upcoming VMSS events: The Nanaimo Invitational, the tour of the Coast Guard's new 47' boats, and the Battle of the Atlantic and Spring Sailing Regatta.

New Membership Badges were issued. Members were asked to examine the Honour Roll and In Memoriam lists which will be displayed at meetings and shows.

R. Hillsden and S. Ringrose demonstrated the process of vacu-forming, and invited Members to try their hand at it.
Tom Pound, Sect.

**From the Bridge**

"Spring is here and water events are upon us with our opening sail and power Regattas just ahead. The individual Regatta committees have spent a lot of time trying to make the

regattas a full day's event and of interest to all members. I urge you to have a look at the agendas of the Regatta's and make plans to enter and participate.

We have decided to "refit" five of the Bandits to a uniform and reliable condition for our "Show Season". We need volunteers - please see Jack Plummer if you can help."

Ken Scotten, President

C.R.D. request the Beaver Lake lower parking to be used for drop off and pickup only,
From APRIL 1 – SEPTEMBER 30.
Thanks group.



--The Binnacle will no longer be delivered to those whose membership dues remain unpaid.--

2003 Executive

President:	Ken Scotten	472-6187
Vice-Pres.:	Jack Plummer	592-2021
Secretary:	Tom Pound	595-6487
Treasurer/ Membership list	Derek Woollard	658-1150
Events & Entertainment:	Ron Hillsden	479-5760
Binnacle	Ken Lockley	477-5830
Sailing Director	Scott Ringrose	744-3048
Power Director	Troy Thomas	544-2201
Librarian	John McHutchison	382-8652
Quartermaster	Bob Rainsford	383-2256
Inter Club Liaison	Jack Peterson	753-2403
Publicity:	Jack Ross	478-3191
Directors at Large	Mike Gibson Paul Jordan	474-6539 388-7929

SUB-COMMITTEE HEADS

City Parks Liaison	Ed Boddaert	746-4459
Webmaster:	Ron Hillsden	479-5760
Binnacle Mailing	Bill Birch	592-6456
Show Coordinator	Derek Woollard	658-1150

SPRING OPENING SAILING REGATTA - Sunday, April 20/03**A FUN DAY FOR US WITH OUR YACHTS.**

This is our Major Sailing Event at Beaver Lake for the summer. Bring your yachts and shake the dust out of your sails. The following list describes the type of events and approximate times. I encourage you to come for all three, two or one. Join in, help or watch, but do come.

- 10:30** set up & frequency registration
11:15 **Powell Cup** commences (2 – 20 minute heats)
12:30 **Racing** – 2 Classes (all glass boats & wood boats) – 3 races each
 Everyone who finishes a race will receive points.
1:45 **Steering Course** (start with 100 points, losing points if hitting marks).
3:00 Finish up the day, home for Easter dinner. The total points accumulated for all three events will provide 1st, 2nd & 3rd.

- Bring your brown bag lunch and chairs and whatever.
 - Parking – drop off at lower level, then park car in upper parking lot.
- CONTACT PERSON, questions, etc., Ken Lockley 477 5830



VMSS Abbreviated Financial Statement for 2002

Revenues:

Membership dues:	2220.00
Sponsorships:	70.00
Donations:	461.44
Shows proceeds:	1548.47

Total: \$3914.92

Expenses:

Capital purchase:	914.86
Printing and postage:	654.38
Insurance:	660.00
Expenses and social:	1548.47

Total: \$3777.71

Excess of Revenue over Expenses: \$137.21

Derek Woollard, Treasurer

PLANS FOR YOUR USE:

Ron Armstrong has made available to the club Plan Library, the following plans:

- * HMCS Haida (Tribal Class destroyer) 1-96 scale
- * "S.S. MOYGANNON", a British raised deck coastal freighter, 1-48 scale.
- * "S.S. Knight of ST Patrick (William F. Joliffe) twin screw Tug, 1-48 scale.
- * "Pacific Grace" of S.A.L.T.S. in 3/4" to the foot.

THANKS, RON, ON BEHALF OF THE CLUB.

NEW TEST FACILITY:

Commonwealth Pool has made time available for V.M.S.S. modelers to test their craft in the Wade Pool. Test trials can be planned from 08:45 till 10:00 a.m. on Sundays.

BATTLE OF ATLANTIC POWER REGATTA - HARRISON POND SUNDAY MAY 4TH, 2003

The Club's opening power regattas is scheduled from 10 AM until mid afternoon at the pond and all members are invited to come and to enter all, any event or just attend. We would like participation from everyone who has a boat. Even if you do not enter any of the competitive events, you are welcome and there will be room to sail, steam or just enjoy the days activity.

There will be tables to place your boat on and we ask you to conform to the Frequency Board authorization in using your radio. Lunch will be individual "brown bag"

We hope to have a Military Boat sail and display and invite other power boats as well as the small sail boats to enjoy the day with the "power boaters."

The organized events are as follows - **PLAN TO ARRIVE & BE READY TO SAIL BY 10 AM on Sun**
1000 - 1030 Opening Sailpast - all boats

1030 - 1130 Individual Log Retrieve and Steering Course. These events will be run together in areas adjacent to one another. (any power boat allowed - not just tugs)

1130 - 1300 Team log Corral, (any power boat allowed - not just tugs)

1300 - 1330 Lunch

1300 - 1500 Barge Push, (any power boat allowed - not just tugs)

Again all are invited and urged to participate in one way or another."

CONTACT PEOPLE: Ken Scotten 472-6187 - Bob Rainsford 383-2256 - Troy Thomas 544-2201



THE SUB SUBJECT



Anyone vaguely aware of the demands that danger imposes on military personnel knows that no one, in no country with U.N. status, gets into a uniform unless they've been trained for peacetime readiness and the eventuality of wartime battle.

Even the greenest recruit will have to meet academic standards first, and pass hoop-jumping tests/exams next. From oilers to rear admirals and sappers to generals, the ability for instant decisions is much more than an eight-to-five expectation. The individual's life and that of his mates and the preservation of entrusted material can hinge upon the wisdom or stupidity of just one guy.

The foregoing broad observations may apply to aircrews first. Even so, the responsibilities imposed on submarine crews are enormous—and widely recognized as such by naval commanders in all armed seafaring nations.

What, then, sets submariners apart from other naval personnel? Look at just these three:

1. In spite of the complexities of modern submarines, crew size (because of accommodation restraints) is perhaps no greater than 40 per cent of that on surface warships of like displacement;
2. The lengthy (+90-day) no-see- natural- light patrols force the 100-plus crews to be a compatible, mutually-supportive and, in broad terms, a closely-knit, friendly bunch;
3. With "1" in mind, submariners must have secondary and even tertiary skills—all in addition to their main specialty. For example: the Sonar Officer must know how to fight fires; the Deck Officer must know the torp-launching procedure...et cetera.

Meeting those three goals takes character, endurance, common sense, above average intelligence and training that is as extensive as it is intensive.

Because of basic similarities in American and British subs, it stands to reason that recruits on either side of the pond must go through very alike education and training programs. In fact, where enlisted, N.C.O. Candidates are concerned, the differences don't rate a description, and are herein confined to U.S.Navy routine.

An American lad with the notion to become a submariner will walk this linear path: From a local recruiting office he'll be sent to a Personnel Reception Depot for basic training. Within weeks, he'll go to Specialty ("A") School to get somewhat clued up on electronics, sonar, machinery, etc. If he shows talent and interest, he'll put in a full year studying nuclear power in Orlando, Florida—six months theory; another six for hands-on training on a reactor prototype. Then he's off to Submarine School in Groton, Massachusetts. Then, for a couple of years, a first tour on a sub as Petty Officer. Meanwhile, through constant study while off watch, if he's ambitious and passes Qualification Board exams, he'll earn his so-called "Dolphins," and may be called upon for a stint as instructor. If he then re enlists, more teaching may fill his days—be that reactor operation, or fire fighting or weapons handling. There ends the first cycle, and two paths open up: (1) pursue promotion to Warrant Officer rank, or go to Officers school at a college. Alternatively (2), he may choose to stay enlisted, and beaver away to qualify as Chief of Boat—the equivalent of Executive Officer.

The given recital may look pretty humdrum, but those involved are of no such mind. They are too busy and preoccupied to suffer a dull moment—not even while out on long, submerged patrols. Now, for those with initial, outright officer career ambitions, it goes this way:

For starters, they will be university grads with a "hard" degree. Science is one example. Or they could be Ensigns, fresh out of Naval Academy in Annapolis. Or they may be men who took the subsidized, four-year Reserve Officers Training Program at any of several universities. Whichever way: they are sought-after crème de la crème, with career options and private-sector offers coming out of their ying yangs.

But if subs are locked into their minds, a Sub Officers Basic Course (3 months) raises them to the enlisted level, and they're off to a boat.

For the following two to three years, they'll stand watch and such, and earn their Dolphins. If they're any good they'll be lieutenants by now, and be assigned to a shore tour as instructors. Then a six-month Advanced Sub Officers Course, a three-year boat tour toward the XO rank, three-month Prospective Executive Officers Course, another shore tour, and . . . A tough, tough Prospective Commanding Officers Course that may (just may) put them on the bridge as Commander (no Captains there).

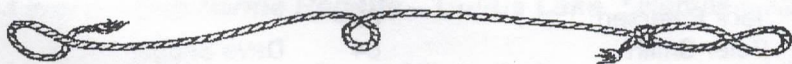
In Jolly Old, the big difference in lead-up to officer/commander education/training is that upon application for submarine service, the graduate will have to make a permanent choice between four possible tracks:

(1) supply branch, (2) weapons employment, (3) marine engineering and, (4) the seaman's officer career—toward commandship.

When put on a boat, they must then learn EVERYTHING, with no shore tours in between. They'll be navigators or watch leaders, and then off to the brutal Perisher Course. It's the make-it-or-break-it character and abilities test for candidates approaching age 30. They have to practice warfare at a relentless pace, with R.N. surface ships for targets. A candidate will pull off a perfect attack, and then an immediate second and even a third one. No advance notice. They'll sweat blood and tears and then an instructor's say-so will MAKE or BREAK a candidate's career. No second chance at all. Failures either quit the service, or accept some garbage-class assignment. Sad and wasteful.

In May's Binnacle, the Molch's ("Bratwurst") torps and their releasing system will be explained.

* * * Romanus Unicum * * *



HINTS:

I got out a set of acceptable (to me) cowl vents in 1:32 scale as follows:

- find a piece of brass tubing with an OD equal to the outside of the mouth
- find another with an OD equal to the base
- cut the small tubing into as many vents as needed and about twice as high
- drill the mouth piece at 1" intervals, one hole for each base piece
- solder the short pieces in at 90 degrees
- cut the large tubing apart flush with each "stem"
- build the joint area up with thickened epoxy, inside and out
- file to shape (cutting both epoxy & brass here)
- paint

Roger via Ron Hillsden



VICTORIA SHIPYARD TOUR – March 19

Thanks to **John McHutcheon**, the club's 10 to 12 members had an informative evening touring the facility that is building the new 47 ft. Coast Guard Lifeboats. Victoria Shipyard is hoping that this is the first of a long run production line producing this vessel for export as well. Everyone enjoyed the experience that isn't generally available to the public. Thanks, John, from the Club



WELCOME NEW MEMBERS:



Jeremy Gadd

7-896 Admirals Road
Victoria BC V9A 2P3
Tel: 384-3835
E-mail: ajgadd@telus.net

Fred Herfst

814 Piedmont Gardens
Victoria BC V8Y 2T2
Tel: 658-8456
E-mail: fred@whitewave.net

Colin McGruer

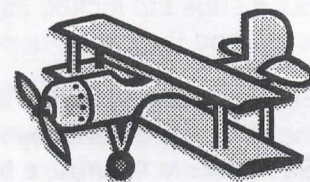
PO Box 52012
Sidney BC V8L 5V9
Tel: 216-1055

Dave Pickles

1679 Bisley Place
Victoria BC V8N 4M6
472-6186
dave.pickles@shaw.ca

MY FIRST MODEL by Bill Birch

I built my first model plane in 1933 – balsa wood, tissue paper and elastic. After it's completion I had "modeler's" first – flight hesitation syndrome.



So it sat until my younger brother, George decided to give it a go. He threw the plane from an upstairs bedroom window—it bounced off the cloths-line and became impaled on a garden stake.

This caused a great uproar on my part. Our mother tried to pacify the situation with remarks, "he really didn't mean to do it" etc. However, it was patched and it did fly. Like all tissue paper planes it eventually looked pretty forlorn.

I decided for the last flight that it should go down in all its glory, just like many W.W.1 planes did. It was launched in flames; it flew, burned up and crashed. Unfortunately, it chose the wrong place—our FATHER'S prize flower garden.

Sail Frequencies Thanks go to Ron Hillsden – Let's keep it up to date, inform Ron of any changes

60		70	Lois Lockley	80*	Scott Ringrose
61		71		80*	Derek Woollard
62*	Ken Scotten	72		81	
62*	Fred Herfst	73	Ken Scotten	82	
63		74	Jack Petersen	83	
64	Bob Rainsford (Kadet)	75	Peter Smith	84	Dave Seagar
65		76	Bob Rainsford (Reno)	85	Colin McGruer
66	Bud Read	77		86	
67		78*	Rick Libbey	87	
68		78*	Ken Lockley	88*	Rob Woodward
69		79*	Ed Boeddart	88*	Don Mills
		79*	Ron Hillsden (Kadet)	88*	Jack Ross
				89	
				90*	Gerry Gadd
				90*	Rick Libbey

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flags for model ships

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