



# The Binnacle

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



## Dates to Remember

## MERRY CHRISTMAS TO ALL



### From the Bridge

My first words as the new President is to thank Jack Plummer for the wonderful service he has given the club during his tenure as President

and for agreeing to continue as Vice Pres. He will bring that continuity and experience to the new executive. I also want to thank, on behalf of us all, those members who are leaving the executive. Your service has been excellent and without you willing to put that little extra effort into our common Hobby and club, there would be nothing there for the remainder to take. It is appreciated by all of us. I am also mindful and thankful for those other members in the executive who have continued to serve either in the same capacity or another capacity. Their excellent service will continue with the thanks of us all.

Also I welcome new executive members and note that we have a large and full slate executive. It will be my privilege to help direct this crowd. I thank you for your confidence and will do my best as your new President.

I joined the Club because I enjoy boating, am a professional mariner, and modeled as a kid. After two years the amount of enjoyment, fun and new skills I have learned far exceeded my expectations. The knowledge and boat modeling experience that resides under the grey hair of club members (or lack of grey hair) is

amazing. I haven't experienced a problem that one of you can't solve. Many, in fact most, have many many years of seniority with this club and if you have remained in the club because you enjoy it then I also can look forward to many years of enjoyment.

Next Meeting JAN 9 - 7:30 PM  
313 Brunswick  
Lower floor

### 2003

Jan 7 - Executive Meeting  
location to be announced

Jan. 9 - Regular Meeting  
Special night highlighting  
Sudbury II and Island Tug &  
Barge at it's peak.

an. 25/26 - Royal British Columbia  
Museum Show

Feb. 6, 7 & 8 - Canwest Show

Feb. 13 - Regular Meeting  
Feb. 27 - Executive Meeting

POWER: Sundays 10 - 12 - HMYP

SAILING: 1st & 3rd Sundays  
1-3 PM Beaver Lake

## ENTERTAINMENT

### January 9th meeting,

Captain Hill Wilson, Skipper of the Sudbury II for 20 years, will be showing his personal slide collection, highlighting the historic Trans Pacific tows that the Sudbury was renown for.

Don't miss this meeting !



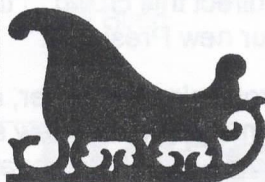
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I recognize that within the club there are many facets of boat modeling even though not everyone partakes in them all. The club should in my opinion cater to all the aspects of our hobby that the members wish. The enjoyment of RC/static model boating is our focus.

As I said in the general discussion at our last meeting, the rebuilding of our power program at the Pond is a first priority. We need to recover from the year of no water. The exception is Romain who has held the sub program together through that tough year. We made a good first start on Sunday Nov 24<sup>th</sup> with new tug events (new to me anyway and not recent in the club), and thanks to Doug Allen and his wife Rosemary, we have a means of cleaning the pond surface efficiently. I would also like to plan an activity program early this winter so we can find, or "arm twist" willing workers to execute this program. We are starting with the Nov Exec meeting. Furthermore, I would like to continue to grow the sailing program that blossomed this past year.

In that vein I would invite any and all who are willing to give that extra effort in your favourite aspect of our hobby so that we all can enjoy it. IF YOU HAVE THE SKILL, ARE WILLING, AND CAN GIVE THE TIME AND EFFORT please come forward and for many who have "seniority" within the Club I invite you to come forward again. We need Pond events leaders; (tug leader, military boat leader, pond sailboat leader, Harrison cup chairman – needed badly, Romain leads the sub section). We need Regatta Chairmen – sailing under Scot the Sailing director and a separate Regatta Chairman for the power section at the Pond. See anyone in the Executive if you can assist. We need that help and we need to identify it now so that we can plan for the spring and with us only meeting only once a month, the planning must begin now. Please phone me to discuss it if you have the least interest – 472 6187. KS

A SPECIAL THANKS TO  
**Rosemary and Doug Allen**  
for their custom made  
surface screening net  
for Harrison Yacht Pond.



#### ELECTION OF OFFICERS – 2003

The Membership of the VMSS would like to take this opportunity to thank **Romain Klaasen** for doing an excellent job of conducting the election of officers at the Annual General Meeting. Editors.

#### 2003 Executive

|                               |                            |                      |
|-------------------------------|----------------------------|----------------------|
| President:                    | Ken Scotten                | 472-6187             |
| Vice-Pres.:                   | Jack Plummer               | 592-2021             |
| Secretary:                    | Tom Pound                  | 595-6487             |
| Treasurer/<br>Membership list | Derek Woollard             | 658-1150             |
| Events &<br>Entertainment:    | Ron Hillsden               | 479-5760             |
| Binnacle                      | Ken Lockley                | 477-5830             |
| Sailing Director              | Scott Ringrose             | 744-3048             |
| Power Director                | Troy Thomas                | 544-2201             |
| Librarian                     | John McHutchion            | 480-4080             |
| Quartermaster                 | Bob Rainsford              | 383-2256             |
| Inter Club Liaison            | Jack Peterson              | 753-2403             |
| Publicity:                    | Jack Ross                  | 478-3191             |
| Directors<br>at Large         | Mike Gibson<br>Paul Jordan | 474-6539<br>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 |

#### EXTRACT VMSS ANNUAL GENERAL MEETING November 14, 2002

The VMSS Executive for 2003 was elected by acclamation.

J. Plummer presented the President's Cup to Romain Klaasen for his continuing service to the Society, and expressed thanks on behalf of all VMSS Members.

T. Pound presented the documentation forms for models, and asked that forms be given to him as soon as practical in order that they be ready for the exhibitions at the Royal British Columbia Museum, and Canwest Mall.

K. Scotten reviewed activities of the past year, and received many suggestions for the 2003 season. T. Pound, Secretary



## Tips of the month from my Internet buddies: thanks to Ron Hillsden



### BENDING PLANKS

A suggestion for bending planks--I use an old curling iron. I just clamp it to the edge of my work table where it's handy but where I won't bump into it, let it heat up, then draw the damp planks back and forth across it until I've achieved the desired curve. I can even get a complex curve by twisting as I draw it back and forth. It does take a few tries to get the hang of how fast/slow to draw the plank, and how much pressure you can apply, but it's pretty simple to use.

I used an old curling iron of my own, but they can be found at thrift stores, and they're even cheap enough to buy new. Of course, you won't want to curl your hair with it after you've bent planks.

### MAKING SMALL TOOLS

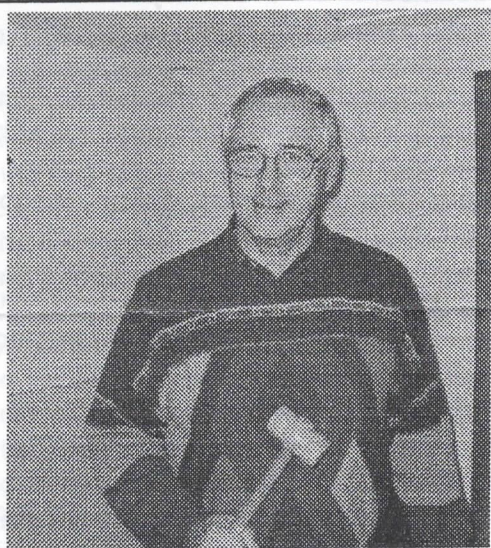
Don't pass up your hardware store's stock of concrete nails -- the squarish ones with the oblong heads. They're hardened steel and can be easily shaped into stamps, chisels, and punches. They're cheap!

**CUTTING BRASS SHEET** into a shape on the scroll saw can be very difficult. The brass is difficult to grasp and to handle, it also tends to lift up with the blade and bend at the cutting point. The thinner the brass the harder the job and doing real small pieces is almost impossible since they are hard to hold and saw without risking your fingers.

The solution is to take the brass sheet and laminate it between two sheets of wood. I used 1/16" thick wood for this job. Make sure the wood is wide/length enough to give you a good grip even after some parts are cut out. The brass sheet was about 1/32 thick. I laminated the three pieces together with ply bond but almost any adhesive that you have a solvent for will work.

Once laminated and the glue is dry, layout your shape on the wood. I always lay out a few extra, "Just in Case". Drill any holes into the wood and through the brass.

Take the laminated wood-brass-wood to the saw and have at it. When finished file edges if necessary to get the shape you need. Place laminate in the solvent. Separate the pieces and clean up the brass.



**KEN SCOTTEN**  
PRESIDENT FOR 2003



**ROMAIN KLASSEN**  
RECEIVING PRESIDENTS CUP

### CHANNEL NUMBERS :

A reminder for members to fly a Radio Channel number sign, **THAT CAN BE SEEN**, on their radio when at the pond or lake to avoid having to ask others what channel they are using.



## THE SUB SUBJECT

In near lockstep with the U.S., the Royal Navy too reacted to cold war evaporation by cutting down its submarine fleet some 50 per cent — from 20 to either 10 or 12 boats.

The R.N.'s downsizing plans started as early as 1991, but took a tortuous on-again-off-again course. First, the Admiralty cancelled the scheduled SSN-20/W class, which had been earmarked to succeed the Swiftsures. Instead, it was decided to upgrade and retrofit the proven Trafalgars. But then, by March 1997, it was decided to order three new subs —to be labeled "A-Class" once more, named Astute, Ambush and Artful. Came July 1998, and the purse strings got looser. That allowed for additional (as yet unnamed) A-Class boats. For comparison: Astutes will displace 6,300/7,000 tons, run 318' l.o.a., and carry 36 weapons. Current Trafalgars come in at 4,740/5,208 tons, stretch 279' and carry 25 weapons.

The new boats (Astute's keel laid January 2001) are to have six torpedo tubes, but no VLS (Vertical Launch System) but will be capable of launching torpedos as well as Harpoon missiles.

Throughout the planning deliberations, there was an added twist: through mergers, restructurings and buy-outs, ownerships and names of the intended contractor(s) kept changing faster than the ink on contracts dried. What was VSEL (Vickers) was bought by GEC-Marconi (the erstwhile British General Electric), to then be taken over by British Aerospace —now marching under the BAE Systems banner. Go figure, but it's sure to slow down the first three boats' delivery dates or years —scheduled for 2006, 2007 and 2008. The five as yet unnamed ones may well take another decade till all the champagne is spilled.

The Astute class and the U.S. Virginias will share highly similar systems and functions. Both classes will be versatile enough to operate in both blue and brown water, have smaller 109-men (12/97) crews, more compact and more powerful reactors ("Teapots")—also fueled for the 25-30-life of the boat. And traditional periscopes make way for Wireless "Optronics" masts — similar, it is presumed, to the U.S. Navy's "Phototonic" solution.

One black person in both navies' woodpile, and that of other NATO nations, is that during all this fine planning and scheming, there is no identifiable enemy. Unlike artillery, sundry missiles, tanks and other materiel, submarines are not so versatile, and cannot operate equally efficiently in one defence/attack role as in another, e.g. launching torpedos or missiles, laying or destroying mines, or support/initiate covert operations. All such actions require serious initial specialized designs to be pulled off successfully.,

As a point of deep interest to R/C modelers, the U.S. and Royal Navies both reckon that their Virginia — and Astute-class boats could be the last MANNED submarines they'll deploy. Next they'll tear leaves out of model magazines, and go the TX-RX route. Toward that goal, the U.S. Navy and its contractors have, for some years, conducted tests with unmanned 1:3 — and 1:4 — scale models at a station on the deep, south end of fresh water Lake Pend Oreille ("Pendray") in Idaho. According the locals and cabin owners, the operations are about as cloak-and-dagger as they come: container shipments, fenced hangar compound, 24-hour armed guards, nothing moves till it's pitch dark, no personnel in the local bars, and no pleasure craft allowed within hundreds of yards. You get the idea.

While one might suppose that the British and American downsizing programs have a universal following, one should suppose again. France and China, for example, are building up their sub-surface fleet arms, while Iran and India were or are shopping for nuclear-powered boats among those on the limited list of potential purveyors—and that includes France as well as the U.S.S.R. of old. Countries with Motel 6 inclinations, or striving for greater versatility yet, can place orders for diesel-electrics in Germany, Sweden and elsewhere. The best value for money may well lie in a widely-sold Kilo-class boat, out of Russia (?).

Cont.. On page 5 ...



"SUB SUBJECT" continued.

In October's "Sub Subject," it was mentioned that something might be said about Canada's attempt to once more have subs in the RCN—operational ones that is. But what more is there to say? It looks as if the face-saving move of acquiring the used/mothballed Upholders will soon call for more face-saving explanations and rationalizations. Bottom line: youz gets what youz pay for and, the fickle finger of fate willing, all four subs might have been shaken down (very, very gently) by the time the U.S. and Royal Navies have their unmanned generation of boats cruising into Esquimalt and Halifax Harbours. How to offer them Rest & Recreation? Should the R.C.N. be told about Robbe, Futaba and HiTech? No. They'd likely opt for ACE.

Next month: linkages for model submarines will be revisited for a fourth and possibly a fifth time. A couple or five new twists seem to justify that.

### The answers to the October Quiz

B.P. = Bow Planes  
B.T. = Ballast Tank  
F.P. = Fairwater Planes  
L.R. = Lower Rudder

P.H. = Pressure Hull  
S.P. = Sail Planes  
U.R. = Upper Rudder  
W.T.C. = Watertight Cylinder

If you scored zilch, nada, zip, you're pretty darn good. Six out of six would make one wonder why you'd read the "Sub Subject" column at all.

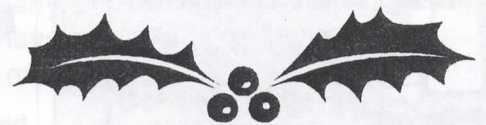
MERRY XMAS - HAPPY 2003

Romanu Unicum

\* \* \*

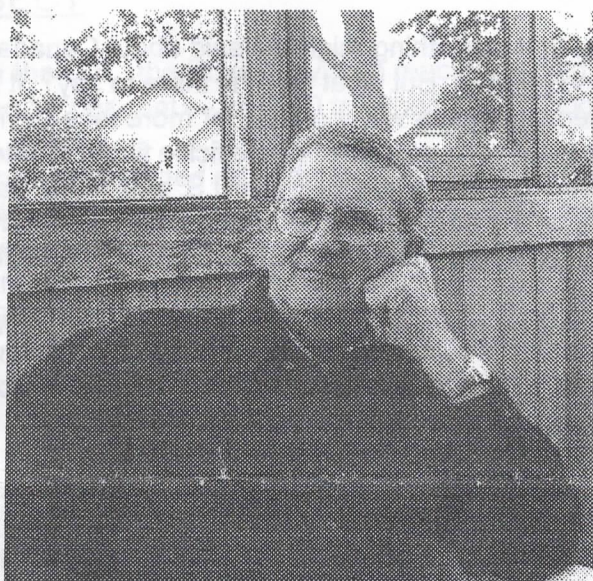
### "Footy" By Dave Powell

No, I am not referring to Australian rules Football colloquially known as ("Footy") but to something I saw in the November issue of the British "Model Boat" magazine. It appears that a fellow modeler in New Zealand, being pestered by a young son to "build me a boat Dad" decided to make him a small sail-boat that he could sail in the open sea (at the end of a line for retrieval). This little boat was called "Footy" which refers to its size being only one foot long. Some time later this design was adopted by a chap by the name of John Clover of the Dunedin Model Boat Club in New Zealand. He decided to try it out as a two channel R/C project. So, as John Clover had an E-mail address noted at the end of the article I decided at 3 PM Saturday afternoon to send a message to ask for details. I thought it would make an ideal small, easily built pond "racer" for use on Harrison Pond and possibly a simple, cheap, build project for maybe a club workshop session. Anyhow, at 5 PM (same day) I had a response not only giving me the details I asked for, but to say a chap in Victoria also had the details, it turned out to be (when I looked him up in the phone book, and rang him up) Mike Claxton, of our club. He told me he was having trouble bending the plywood to shape the hull. I had made patterns out of "card stock" and found them very easy to assemble using masking tape to hold the pieces together, and suggested using the old method used by Jack Holt (Stitch and "glue") as he used on the "Mirror Dinghy". This I did when assembling my version, and found it very simple. On completion of my boat (called Black-foot) I will give details of the "Sea trials", in the mean-time anyone interested can reach John Clover at :- [johnclover@hyper.net.nz](mailto:johnclover@hyper.net.nz) and the Dunedin Club at :- <http://www.geocities.com/conrodomes/august.html> .....Dai Powell





Jack's  
R.C.M.P.  
NUTCRACKER



## PROFILE: Jack Plummer

From a small Ontario hamlet, a remarkable personage emerged, eventually becoming our President. Before accepting this prestigious position, his career began as an RCMP Officer.

After a full term, followed by retirement, he entered into a second career with the Imperial Oil. He assisted in the organization of an Improved security system.

His next endeavour was serious model building and he joined the Oakville Model Building Club. After moving to Victoria, the VMSS welcomed him into the club. His models have appeared in a steady procession of sails, tugs, naval craft, tankers and submarines.

Between his outstanding and skillfully built models, he finds time to build various toys and furniture for his two grandsons.

Jack's wife, Lori, is a very 'crafty' grandmother, an unsung heroine. She was responsible for creating the beautiful banner that is always displayed at the club's public functions.

His two years as President have been very productive and much appreciated by all the members.

Bill Birch



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