

<http://members.home.net/vmss/>

March 2001 Volume 23, Issue 3

The Binnacle

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



Dates to Remember

March 11 Sailpast for Victoria Walking tours—show the local politicians we use Harrison Pond! (10:00)

March 15-18 Mid Island Marine Modellers Model Boat Show Country Club Mall, Nanaimo

April 8 Powell Cup Preliminary Handicap Trials, Harrison Pond (2:00)

April 12 Regular Meeting, Art Thomsett, former Chief Engineer, will talk about The Epic Voyages of the St Roch

April 21 visit to *Bandit Boats*
April 22 sub meet, Cultus Lake (Chilliwack)

May 10 Regular Meeting John Gough Model Ship restoration at the Maritime Museum
TBD—visit MMBC
TBD—visit CFB Esquimalt Naval Museum

Sep 29+30 Submarine Weekend

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Every Sunday Harrison Pond 9:30 - Power

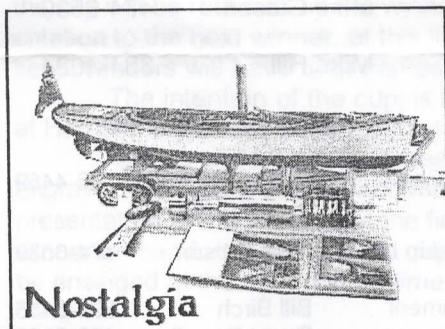
1st and 3rd Sundays Elk Lake - 11:00 - Large Sailboats

2nd and 4th Sundays Harrison Pond 1:30 - Small Sailboats

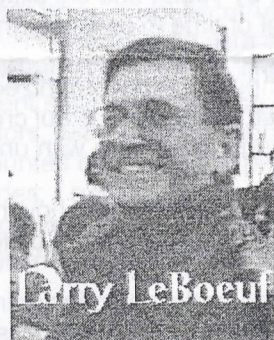
April Binnacle Deadline
March 31 2001

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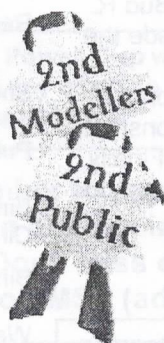
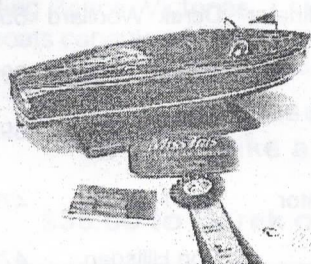


Nostalgia

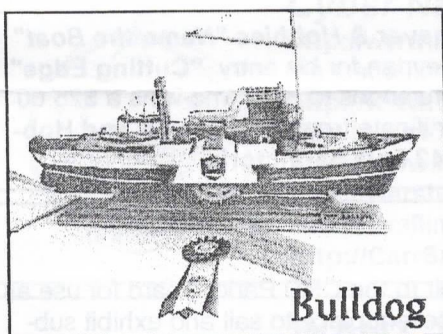


Larry LeBoeuf

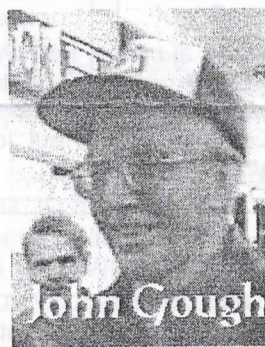
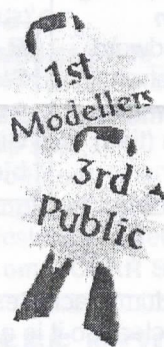
Miss Tris



Tom Farbey

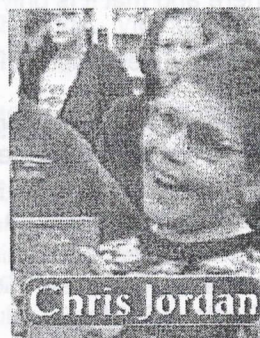
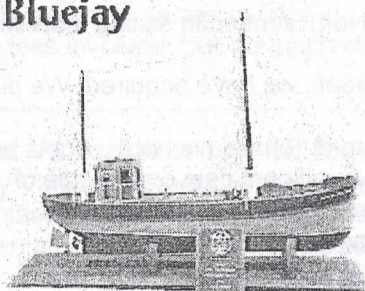


Bulldog



John Gough

Bluejay



Chris Jordan

From the Bridge

Over the last three days, club members participated in a spectacular display of model sail and power boats at the Canwest Mall. The weekend began with a small crowd of curious shoppers and ended on the Saturday with a very large audience of interested spectators, particularly when the mini-boat regatta was underway during the afternoon. Many of those who visited the sight were wizened veterans of the marine environment who engaged in long discussions with our members who were tending the exhibits.

The "Name the boat" contest sponsored by BC Shaver and Hobbies created a credible interest by young and old alike and our executive had to spend a good deal of time in selecting the winning entry. Again, many thanks to BC Shaver for their support.

The mini-boat steering competition ably organized by Scott & Mike created a great deal of interest. Incidentally, Paul created a furor by sailing his side paddle boat through the course with unerring accuracy.

The "Publics' Choice" of best model in the show received a great deal of interest, so much so, that we ran out of ballots (200) and had to cut the contest short.

Many thanks to all those who participated including Bob R. & Bill B. for setting up and taking down the pond, David P. and Jack L. for photography, and early morning attendance together with Bud R. Special thanks to Derek W. for his organizational skills that made the event one of the very best.

In conclusion, it was apparent that the Bandit Boats constructed by Mike G. created a wealth of interest and were in constant use by tots, teenagers and adults for the three day exhibition. Finally, Much thanks to the Canwest Mall management for their generous donation towards the contest.

CANWEST RESULTS

Modelers' Choice

1. John Gough
"Bulldog"
2. Travis Ferby
"Miss Tris"
3. Chris Jordan
"Bluejay"

Publics' Choice

1. Larry LeBoeuf
"Nostalgia"
2. Travis Ferby
"Miss Tris"
3. John Gough
"Bulldog"

Mini-boat steering competition

1. Rob Woodward
2. Ron Armstrong
3. David Powell/
Paul Jordan (tied)

2001 Executive

President:	Jack Plummer	592-2021
Vice-Pres:	Paul Jordan	388-7929
Secretary:	John McHutchion	480-4048
Treasurer:	Derek Woollard	658 1150
Directors:	Scott Ringrose	744-3048
	Mike Gibson	474-6539
	Mike Hill	384-4024

Other Duties

City and Parks Liaison	Ed Boddaert	746-4459
Membership List	Mike Gibson	474-6539
Entertainment	Bill Birch David Powell	592-6456 479-0905
Regattas	Scott Ringrose Mike Hill	744-3048 384-4024
Show Coordinator	Derek Woollard	658-1150
Publicity	Ron Armstrong	391-0101
Binnacle Circulation	Bill Birch	592-6456
Binnacle Editor	Ron Hillsden	479-5760
Website	Ron Hillsden	479-5760

B.C. Shaver & Hobbies "Name the Boat"
Stan Stevdan for his entry **"Cutting Edge"**
Congratulations to Stan who wins a \$25.00 Gift Certificate from **B.C. Shaver and Hobbies, 742 Fort St, Victoria.**

"Scuttlebutt"

(a) We have been told the CRD Water Board has given the Humpback Reservoir to the CRD Parks Board for use as a park because it is no longer in use. Apparently the water is clear so it is an excellent place to sail and exhibit submarines. There is ample parking there and that it is only a five minute drive up Humpback Road from the Canwest Mall. We will be checking it out.

(b) As you know, we are trying to create a new interest in competitive sailing as the North American sailing trials will be held in Vancouver next year???

(c) We are still looking for volunteers to assist in building the nine additional Bandit Boats we have acquired. We plan to designate a wheel house builder, deck builder, painter, and electronics installer.

(d) **Norton Tustin's** ill health has forced him to quit the hobby. The executive voted to purchase his hobby boats and accessories as we expect to recoup it during the March Swap & Shop. We expect a significant gain on the sale of same. Thank you Norton.

(e) **Bill Huckin** is also in ill health, and his models will be sold at the Swap & Shop too.

----- The Powell Cup -----

To be presented to the winner of a series of informal yacht races open to all sailing members who sail at Harrison Pond, races to be "open" to all classes of yacht, which will be handicapped to a system to be arranged with the express intention of giving all skippers an equal chance at the cup.

The series of races to commence in April, and to be run on alternate Sundays at Harrison pond, the final to be held on the third Sunday in August, subject to club commitments or accessibility to the pond, and to be an annual affair, run by the appropriate club officials.

The winner of the series will be presented with the cup at the first club meet after the conclusion of the series, the cup will be retained by the winner for the period of one year when it will be returned to the club prior to the presentation to the next winner, at this time the previous winner will be presented with a miniature cup which he may keep, winners will have their names engraved on a plaque affixed to the base (plinth) of the main cup.

The intention of the cup, is to encourage more frequent sailing at Harrison pond, to "show the flag" as it were at Harrison pond, and to (hopefully) encourage more spectators, with a view to obtaining new members.

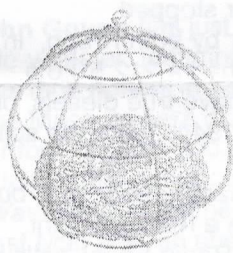
To this end I have purchased a presentation cup mounted on a wooden plinth with club logo and cup details engraved on a plate at the front and name plaques on the sides, I have also purchased two (2) miniature cups for presentation to the winners of the first two years, the one engraved for the year 2001, to be presented to that year's winner on handover of the main cup, the other miniature engraved 2002 for the following year, further miniatures to be arranged at the appropriate time.

Dave Powell

The Preliminary Handicap Trials for the Powell Cup will be at 2:00 Sunday April 8 at Harrison Pond. The organizers are inviting Renos, Victorias, 1 metres and any others to come down to discuss handicapping and get handicapped! All sailboats capable of Harrison are welcome!

Please remember to pay your 2001 dues
It looks like a very fun and social year is being planned
Don't miss out!

\$35.00 to Derek or mail to VMSS (address on front of Binnacle)



Cyber Navigator

http://www.navy.dnd.ca/pride_html/index_e.htm is a new customs and traditions site for the Canadian Navy. Still under construction, but many photos and plans of WW2 ships!

http://www.cr.nps.gov/maritime/ships/lists/lnk_2hsa.htm is the US National Park Service links to Historic ship sites.

<http://www.hitecrd.com/> is HiTec's (radio and speed controls) home page.

<http://warship.simplenet.com/Akizuki3D.htm> is another type of modelling—3D Computer Aided Drafting a destroyer to get a photo-realistic drawing—here's how it's done.

<http://CarrSails.com> CARR SAILS NEW WEB SITE Rod-Carr@CarrSails.com

WANT TO SEE MODEL SUBS IN ACTION?

Get over to Cultus Lake (near Chilliwack) on **Sunday April 22~ 2001**. Victoria, Nanaimo, Vancouver and Washington state participants are expected. With ferries and customs in mind, 11:00 a.m. seems like a decent call-to-order time. No fees involved, but no lunch either.

Call Romain K. 595 4740 for a sales pitch.

Mid Vancouver Island Marine Modelers Competition (March 15-18)

Any VMSS members wishing to attend the Mid Vancouver Island Marine Modelers Meet (March 15-18) in Nanaimo can contact Dick Copland (250-758-8715 or email nanaboy@nanaimo.ark.com.) Our own Doug Allen (743-5409) has been a regular Exhibitor in the past, and he and a number of our Members will be attending the Show with their models. Those who have attended in the past say it is "a spectacular event." Country Club Mall, Nanaimo



THE SUB SUBJECT

Depending on members'/Readers' feedback, this may be the first "Sub Subject" column in a possible series of three or more dealing with locally-built, -owned and -operated model submarines.

The order of the models' and their prototypes' presentation was a tough call. Whose first; whose last? Well, it so happens that the letter "B" (as in "Birch") shows up early in the alphabet, and that V.M.S.S.er Bill Birch built the cutest, simplest, 14-1/8"-long, free-running model of a German Type XVIIA U-boat.

The Kriegsmarine's Type XVIIA was a coastal sub, of which only four were launched--starting in 1943. They had an advanced, streamlined hull design. But their main claim to a seat in history is this: They had, in addition to a light diesel and a still lighter motor, two 5,000 shp Walt-her, closed-cycle turbines that didn't need atmospheric oxygen to move the 111.5' boat and its 12-head crew along at (get this) 26 knots. Dived.

The turbines burned a mixture of diesel oil and concentrated hydrogen peroxide. That concoction needed an oxidant named Ingolin (55 tons of it) to get it excited. Trouble was, though, and the R.N.'s captured copy bore this out after years of tampering following WWII, the Walthers could not run for more than three hours flat out. By 1944, the XVIIIBs kept up 20 knots for six hours--both of them submerged, near-torpedo speeds that were not reached again until a ways into nuclear propulsion. But back to Bill's model.

He built it with plans and specs by Glynn Guest (a Welshman?), published on pp. 368-69 of the July 1985 *Model Boats* issue. As always for Mr. Guest, he adhered to the k.i.s.s. and low-cost maxims. He specified 1/8" balsa sheets for the main hull. Toward a realistic rendering, the XVIIAs require only minimal rounding. The bow and stern cones are fashioned from four 2"-square, laminated balsa blocks. Then toss in a 3-V. motor, a pair of 1.5-V. "C" cells, glue on a (balsa again) turret, stick sheet aluminum rudder-fin and stern planes into slots in the stern cone, put a two-or three-bladed 60°-pitch screw on the drive shaft's business end (it fits into the four-way space cut out of the "aluminum" sheet), load a stick of lead in the bilge, apply an epoxy coating, and let that dry. Next: start the motor, toss her into the Pond, and wait to see what happens. At this point, bated breath isn't mandatory, 'cause neither the time nor treasure invested are of dire consequence. In all, you're dealing with an only 14-oz. model.

Mr. Guest, perhaps, is a tad cavalier in his suggested control surfaces construction. "Just bend the 'aluminum' thin plate up or down, or left and right." To his credit, Bill Birch hinged both the horizontal and vertical control surfaces. "But how about diving and surfacing?" I hear readers cry. Simple. Truly simple.

The dynamic (no ballast tank) model dives because the trailing edges of the stern planes are set or bent downward. Once she's under the surface, the so-called dive limiter (a piece of rearward curved plastic on a 2-3" rod) pulls the bow up. The model gains speed, and the stern planes push her under again. This can go on, in a circle, for the 20-minute batteries life.

Although B.B. makes light of it all, he gets a tip of the hat jus' the same. He'd be a happier camper still if only the screw would stay on the drive shaft.

Handfuls of hours, dollars, inches and lbs. up from the XVIIA model is Jack Plummer's U-25. This, as well, is a dynamic model, i.e. it requires propulsion to dive, but surfaces by itself when slowed down or stopped.

The prototype U-25 was one of four in a sub-class of 37 patrol boats, built for the Kaiser by both Krupp, in Kiel, and Dockyards at Danzig (now Gdansk), between 1912 and 1916. The specific prototype had a 212.5' l.o.a., displaced 669/684 tons, and took a 35-head complement. These 37 subs were the first ones to have true diesels, of 2,400 bhp each. The general design must have been a huge success. WWII U-boats, up until 1944, were the spit-tin' image of U-25 and all of her sisters.

Near as I calculate, Jack's model is built on a +1:60 scale--3.5' for 212.5'. It's a nice, manageable size, but it still weighs in at 13 lbs. The model is a wooden-hulled, bread-and-butter kit, by Krick. It has a featherweight, moulded plastic superstructure, and its twin shafts are spun by El Cheapo, Mabuchi motors that Radio Shack sells by the bagful. For energy, Jack recently installed quadruple 7.2-V. (6-cell) battery packs. Judicious throttle settings yield more than an hour's running time. U-25 takes three radio channels: speed, rudder and bow planes. The stern planes are manually adjustable. That procedure takes time to get "right." Once there, though, the model submerges at a snail's pace, and stays as level while submerged as it does on the surface.

Where Jack deserves exceptional praise is for the improvement/modification program of August-September 2000. The Krick has been tamed, no longer leaks, and runs way longer than its former 20 minutes. It's reminiscent of the U.S. Navy's GUPPY conversions of left-over Gato/Balao- and Tench-class fleet boats.

According to U-25's owner-builder, the model may be up for sale, after the plan to build an Upholder-/Victoriaclass has materialized. With cost for a measure, \$600-\$700 would be the nearest thing to a steal.

Next month? Two more models? Which ones? Surely not my (flogged-to-death) own.

Romanus Unicum

VMSS SLIPWAY at Feb 10/2001 (compiled by Paul Jordan)

Bud Read is currently building 28" Fishing Vessel and a *Reno*.

Jack Ross is building 36" Scottish Offshore Fishing Trawler and a static model of Nelson's Flagship "*H.M.S. Victory*". He has almost completed a 28" fully operating model of the famous schooner "*Bluenose*."

Bob Rainsford has just completed his large 4' static model of his family's cabin cruiser "*Interlude*" and is currently building a 24" Doug Allen inspired Tugboat with one side already planked. Both models were on display at Canwest Mall.

Patrick Warhurst is currently building an Italian Corel static Model of the 1790 British 36 gun Frigate "*Unicorn*."

Jack Lenfesty, continuing his interest in the CP's "Princess" ships, is building a 6' 2" fully powered scale model of the CP Cargo Passenger Ship "*Princess Louise*". Originally built in Vancouver in 1921 with an OAL of 330' at 4,032 Gr Tns, her single screw was powered by a 4 cyl triple expansion oil fired steam engine. Jack worked in her Pursers Office for a number of years, as well as in the Victoria based "*Princess Kathleen*" and "*Princess Maquinna*" which have been the subjects of beautiful models Jack has already built.

Paul Morrow is currently building a fully powered 18" Billings model of the RCMP Vessel "*St Roch*"

New Member **Dennis Walker** has just started his first kit, a fully powered Billings model of the German Tug "*Zwartze-Zee*"

Mike Gibson is conducting sea trials on his scratch-built, one-of-a kind 12" submersible, "*Deep Ray*." This beautifully engineered and eye catching mini sub is fully operational. He's just completed another "mini project", a 12" model of the tug "*Smit Rotterdam*". Converted from a readily available plastic kit, this model is powered by just one servo motor running belt driven counter rotating twin props. Both models were on display at the recent Canwest Mall Show. Mike has also been busy co-ordinating building and testing the Club's two new "Bandit" boats, "*Bandit 1*" and "*Bandit 2*" which are the first of an eventual fleet of ten which the Club will use for public demonstration and publicity. These two boats were an outstanding success with the public at the recent CanWest Mall show.

Cal Marshall is currently laying the ribs on a scratch built 38" scale model of "*Discovery*." He's being advised on accuracy and super detailing by Ted Roberts, a well known expert on Capt. George Vancouver.

John Gough has just completed a fully powered model of the Scottish Paddle Tug "*Bulldog*." This magnificent 36" side-wheeler, featuring a unique clutch driven paddle engine control system, was recently displayed at Canwest mall and took high honors in both the Spectators and Modelers Choice categories. John has restored many models for the Maritime Museum here in Victoria, but now intends to backtrack and restore a couple of his own models which he built a number of years ago. The first candidate will be his 28" Vancouver Tug "*Point Grey*" which he built in 1993. He hopes to follow this with a complete mechanical restoration of his impressive 6' model of the passenger side-wheeler "*Waverley*" which he spent five years building in preparation for Expo '86 and which was recently seen again at Canwest Mall after an absence of many years.

David Powell has just completed our second as yet unnamed Club Boat, a 24" Norwegian Fishing boat model which he restored from a hull donated by club Member **Jochem Bohle**. David is also planning a Spring launch for his lovely 36" Side Paddle Wheeler "*Talisman*" which is based on the London North Eastern Railway Passenger Ferry of the same name.

John McHutchion has just completed a complete mechanical and structural overhaul of our Club Boat "*Bonnie C*"

Paul Jordan is currently restoring a 30" model of the British Admiralty "Director Class" Paddle Tug *RMAS "Forceful"*. This is a model originally built 15 years ago by Club President Jack Plummer and which Paul purchased at the September "Swap N' Shop". He has just finished water trials on an unique steering activated dual engine control system he's designed which, like the prototype, demonstrates the extreme maneuverability and ease of handling of this type of vessel. (Club Librarian **Ken Lockley** has a set of 40" plans of this tug in our Library).

Next month...more of "who's building what". If you have any "building news" please pass it on to the Editor.

Flags worn by Canadian Merchant ships + small craft**1864-1892 Red or Blue Ensign**

Red for Merchant Navy, Blue if the CO was retired navy, a reserve officer or the ship was on charter to the government, ie to carry mail. Also some government ships, ie Customs.

**1892-1965 Cdn Red or Blue Ensign**

There were 3 different Canadian Red and Blue ensigns over the years, the shield on the fly being slightly different. Blue was used by government ships and Royal Yacht clubs.

**1965-Present Maple Leaf**

'enuf said—comes in one colour—used by everyone!

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Press Gang

John Gough could use some more help with the kids' building model boats at the **Maritime Museum** during School Spring Break March 21-23. 479-1843



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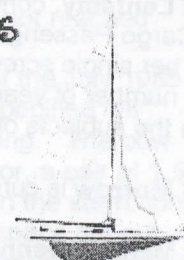
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