

The Binnacle

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

Next Meeting **APRIL 10** - 7:30 PM
313 Brunswick



HAPPY ST. PATRICK'S DAY



On the Horizon Information on upcoming events



March 19 – A shipyard tour of the Coast Guard's new 47' Motor Life Boats Under construction at Victoria Shipyards @ **6:pm**. I will be at the meeting with all the details and a sign up sheet. **John McHutcheon**. Anyone not at the meeting, please phone John to sign up, 382 8652,

April 3, 4 and 5 **Mid Vancouver Island Marine Modellers Annual Show** - Country Club Mall, Nanaimo. The MVIMM show has always been a winner and we are invited back! Jack Peterson is our Liaison Officer with other clubs. Jack's number is 250-753-2403 or Jpeterson@NISA.net.

April 10 – Regular Meeting – **Derek Baker** will be back by popular request. We have given him several questions, but please give me a list of your questions about electrical/electronics so he can address them fully.

April 20 – First Sailing Regatta and Powell Cup – Beaver Lake

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

May 3 and 4 – Submarine Regatta – Cultus Lake – BC-Washington Spring Splash

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

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



From the Bridge

We are into the year now with two big and successful shows, BC Museum and Canwest behind us. We have also gained some new members (always

welcome), from the shows and our visibility at the Pond.

Looking ahead, the planning for the Sail and Power spring regattas is ongoing and looks like fun events with new activities. Let's hope the weather continues to co-operate and allow us activity during the winter.

Don't forget to bring models for "show and tell" as well as anything you may wish to sell to our regular meetings. Also should anyone have any plans they wish to donate to our library, please bring them in for cataloguing and the benefit of all members."

President **Ken Scotten**

REMEMBERING OLD FRIENDS

Two members that regretfully are giving up modeling and therefore their membership because of problems of health and distance are:

Don McLeod, long term member of the club and past executive member. and

Don Halls who retired to Victoria 5-6 years ago and is now living at Otter Point, Sooke.

Thanks gentlemen, for your years with VMSS and good luck in the future.

VICTORIA MODEL SHIPBUILDING SOCIETY REGULAR MEETING 13 FEBRUARY, 2003 EXTRACT

The Royal British Columbia Museum and the Can West Mall shows were great successes, and well attended. The public was very appreciative of the outstanding models displayed, and the whole process of set-up and take-down was handled with speed and efficiency. To all who participated, well done!

Ken Lockley and Dave Denton spoke on the preparations and processes of moulding fibreglass hulls. T.Pound, Sec.

INTERNATIONAL WATER POLO GAMES COMMONWEALTH POOL FEBRUARY 14/03

VMSS was invited to attend the opening festivities on Valentines Day. Four members took part, **Bob Rainsford, Jack Ross, Len Thomas and Myself**. We arrived to unload the boats at 0845 and waited till practice games were over, an hour later. Over three hundred children from as far away as Hungary gave us a great welcome, and the sight of our small tugs and their bulky tows setting off to Nadens Brass Band was memorable and hilarious. It was over for us in half an hour, then the games began. The club was well received and appreciated by all. A hearty vote of thanks to Bob, Len, and Jack for their help as always. **John Gough**

WELCOME NEW MEMBER



Yvonne Peterson, Jack's wife and co-pilot on the "Smiling Jack" rowboats. Good to have another lady member.

Mike Woodley visited our Canwest Show and has since joined the club. He plans to retire in June after a career of school teaching. His first modeling project sounds like it's going to be the "Aurora Explorer"

Welcome Yvonne and Mike to the club and we look forward to your participation in club activities. **ed**

BEAVERS AT HARRISON: FUTURE MODELERS IN THE MAKING.

Thanks to the Club members that participated with the BEAVER CUBS, March 9. They built paddleboats after seeing ours, but upscaled their crafts to include a mast and sail. The 15 to 20 Beavers all seemed to have a good time even on a rather poor morning.

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 McHutchion	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

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.



JUST A FRIENDLY
REMINDER
FOR SOME:
DUES ARE PAST DUE

THANK YOU FROM THE EDITORS:

We would like to thank and acknowledge **Jack Ross** for all his photos from the Canwest Show, Museum Show and today at Harrison Pond with the Beaver Cubs.

Ron Hillsden has put an effort into the following photo page. Thanks Ron



CANWEST MALL DISPLAY PUBLIC CHOICE WINNERS



1st
Jack Peterson



2nd
John Gough

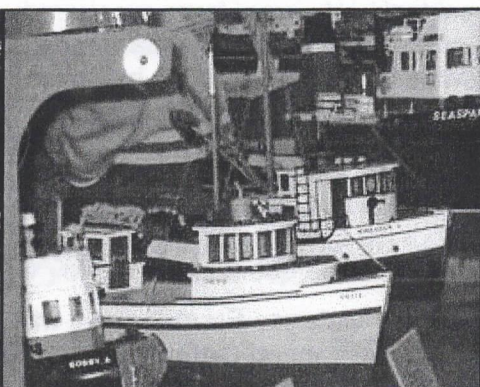


3rd
Jack Lenfesty

MODELLERS' CHOICE WINNERS



1st
Doug Allen

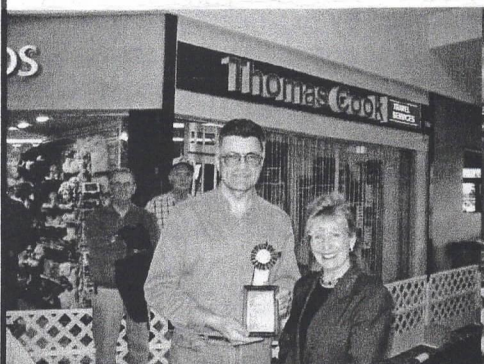


2nd
Doug Allen

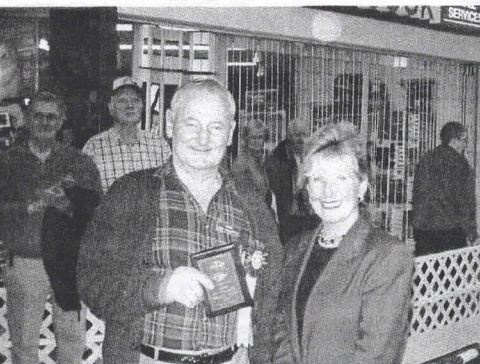


3rd
Jack Ross

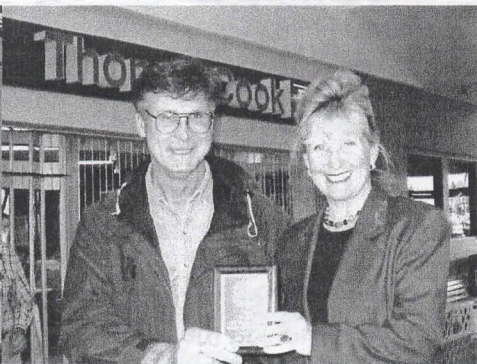
STEERING COURSE COMPETITION



1st
Mike Gibson



2nd
Bob Rainsford



3rd
John McHutchion

THE SUB SUBJECT

The torpedo concept goes back several centuries. But like half of the world now wrongly thinks of Henry Ford as the automobile's inventor, it is Scottish engineer Robert Whitehead who is hailed as the torp's inventor. Back in 1862 or 1866, he responded successfully to a call for proposals for a locomotive weapon by the Austrian government. And to this day, his design still prevails in the shape and operation of modern, "standard" torpedos.

Following the mundane trial, test, tune and tweak thing, Whitehead's brainchild, in its time, was an awe-inspiring success. It carried an 18 lb. Warhead, tooled up to enemy shipping at some six M.P.H., and did so paddled on by a compressed-air two banger. Thirty years passed and good old Bob added a gyroscope, raised the "payload," and generally had a ball.

By the looks of things, Whitehead may have been either a tad naïve, or had hired a low-rent patent attorney 'cause every power with blow-em-outta-da-water notions copied his principal idea. Yes, in 1908 the U.S.A. adopted the Bliss-Leavitt turbine engine, driven by preheated hot air (free for the asking from brass hats) and, during the Great War, Der Kaiser's boys went electric. That eliminated bubbly, phosphorescent wakes that the more observant observes on intended targets reported to their elmsmen. Still, the electrics saw some 1,381 allied ships to Davy Jones's during that four-year set-to—5,000 if some reports are correct.

But back to Whitehead's design: A shiny, cut-away likeness is on display at the Naval Undersea Museum in Keyport, WA. It looks like a major Swiss watch, executed in brass and stainless steel. Prudence with footwear is urged upon visitors. Now and again, spectators' droolings make for hazardous footing.

Currently, in 2003, it's a tough call to tell which navy has the most advanced, most reliable and longest range torps handy. It does seem safe, though, to focus on (1) the Mark 48's that Hughes punches out for the U.S. Navy, and (2) the R.N.'s successor to its Mk 24 Tigerfish, i.e. its (also) electrically-driven Spearfish.

The U.S.Navy's Mk 48's first model is 1971 vintage. From there, it was upgraded till Mod 4 was hit in 1985. Then: a quantum leap. In 93 the ADCAP (ADvanced CAPability) or to its handlers, "Wish Me Dead" came out

Thanks to a wild pumpjet, ADCAPs go for broke at 60+ knots, carry a 650-lb. warhead, are wire guided, and stuffed with electronic brains, a 180° forward-looking sonar and more expendable jewelry than long sticks can be shaken at. Upon launch, all basic instructions have been dialed in but course, depth and primary target can all be altered via 20 miles of wire (10 in a spool at the 48's stern; 10 more in the launching tube).

One aspect of torpedo attack that has changed drastically is that impact followed by explosion has given way to getting a torp under a vessel's keel and then let go. Such let-gos, all else kept equal, result in snapping the target in two, from where it sinks in either "V" or "Caret" configuration—in "V" bow and stern fold up; in "Caret" they fold down. And neither one's a pretty sight.

The R.N.'s Spearfish can hold its own against ADCAPs. Its speed is near to identical, its warhead (at 660 lbs) beats it by 10 lbs & does all the other tricks. Meanwhile, though, it won't travel more than 13 miles from home.

Note the long-term commitments navies make to specific torpedo models. Any change in dimensions, electronics, launching methods et cetera have deep infrastructure, maintenance and personnel training ramifications—ashore as much as at sea. Just ask the R.C.N. how money and time flow to modify the el cheapo Upholders from British to Americanhard- and software. And never mind all the Nanoose Bay testing that's sure to follow. But, hey, what's another five years and 50 more mil? Let's all hope nothing gets dented, and that no Freon will leak. Meanwhile, what are the Russians (?) up to ?

cont page 5....

They're up to something called the "SHKEVAL" ("Squall"), which is best described as an underwater rocket.

What sets Shkeval apart from all other torps is its unprecedented underwater speed of + 225 m.p.h. The VA-111 version tilts the scales at about 5,950 lbs., and has a range on the order of 4.25 miles. (That's done in 1 min. 8 secs.) It's rocket-engine powered and burns a metallurgical (powdered aluminum-based) fuel.

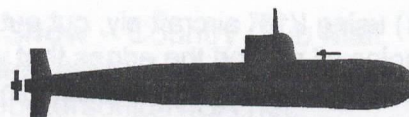
Much as secrecy surrounds the weapon, it has been on the "weaponry fairs" circuit, and found buyers in Iran, France, China & most likely elsewhere. The US tried to buy a copy (through Canada yet) at a reported 10 mil.

The science that helps Shkeval beat its hasty path is long-known but difficult to master "supercavitation." It involves blowing a hole in the water ahead of the missile, which is done by diverting some of the jet's power through slots near the shield-blunted bow. That way, Shkeval carries on in a gas bubble that lowers viscous drag to about 1/1000th of that of a water-immersed, moving object.

Supercavitation is a research and development topic in a number of seafaring, developed nations for years and years. So far, however, range limitations and control difficulties remain as key obstacles. Also, the fuel (s) to be used are none too stable, and may have turned off the lights on Kursk.

Next month, at the Editor's' suggestion, a condensed look will be taken at the hoops American and British aspiring submariners must jump. No kinships to duck soup or walks in the park in either programs.

Romanus Unicum



We the Editors type out and read Romain's SUB SUBJECT. We marvel at how this man can continue to be the backbone of our newsletter, and at his knowledge that he passes on to us all, in a most humorous manner. Even if you are not into submarines, there is always something to learn. Thanks Romain for your dedicated copy for all.

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- * Craftsman Scroll Saw, 13", very good condition. \$50.00
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Flags for model ships

Ron Hillsden
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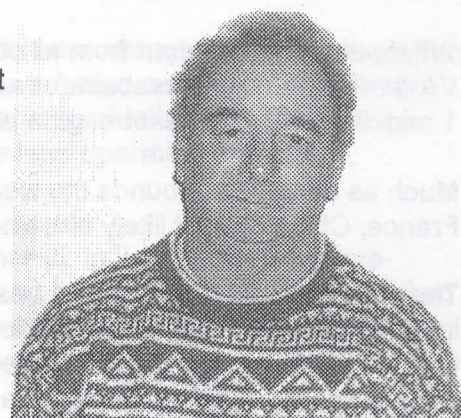
<http://members.shaw.ca/modelflags/>

PROFILE: Dave Denton

Born in Victoria, Dave is a native son with boat building in his blood. After spending a lifetime as a shipwright working in numerous yards, he has just completed a 14 Foot, electric driven boat for his own use in Portage Inlet.

Dave has been a member of VMSS on and off since its very early days. Apart from being a husband, father of three children and a grandfather, Dave has built one house and several summer cabins over the years.

He is recently retired and has got involved with mold making and has supplied a number of members with his fiberglass hulls from the Denton workshop. Dave's workshop companion is "Juno", his year old Sheltie.



"Footy" Building instructions by Dave Powell
Patterns for the hull are available from Dave Powell



See Binnacles: write up – December/02 – page 5 and picture – January/03 – page 5

1) using 1/16" aircraft ply, cut out, from the patterns, the bottom, both sides and the transom then bore 1/32" holes all around the edges that will meet at least 1/8" in from the edge and match the hole position with the holes at the edge of the matching piece (that is the bow, bottom, and the sides and bottom of the transom)

2) join the two sides at the bow by using thin wire as "twisties" (keep the twisted ends to the outside of the hull and don't make it too tight as it has to open enough to insert the bottom) then starting at the bow, wire in the bottom, these "twisties" can be good and tight (to pull the sides and bottom tight together) then insert the transom using the same method, at this point you will find that the top of the sides tend to pull in together, and need to be kept open, I cut a piece of thick ply (offcut from another job) the same width as the bottom (in the middle) and cut the ends at the same angle as the transom sides, pushed this down in the middle and pinned it temporarily (until after I resinned in the fibreglass tape) after the "f/glass" had "gone off" I cut off the wire ties on the outside and sanded the joins smooth,

3) cut out the "slot" for the fin, push the fin up into the hull, and locate the servo shelf this can be glued in position, and once the fin has been shaped to an aerofoil section the fin can be glued in to position. Once the glue has all dried, it is useful to hold the hull, for further work by clamping the fin in a vice or workmate top, when I did mine I put a 1/4"x3/32" "Inwhale" around the inside top edge and a "gunwhale" the same size around the outside top edge, when these were "faired off" I then marked the outline of my deck on my piece of 1/16" aircraft ply.

4) before fitting the deck I made a radio tray just behind the fin and servo shelf and fitted a block of Balsa wood in the position where the rudder shaft would come through the bottom this stiffens the rudder shaft, My batteries I decided to set up in two units either side of the receiver (for balance)

5) before actually fixing the deck in position I cut out the hatch making sure that I had enough room to access all the electronics, and with a coaming to keep out the water.

The mast was made using 3/8" arrow stock (aluminium) booms were wood, controls use two standard servo's Sail patterns can be available when required.

Paint and finish are to the owners requirements and fancy. Ballast weight (ballast bulb) is to be 8 ounces

Rig :- my boat (Blackfoot) is available for viewing by appointment for any detail (photos can be taken if required)

All the best of luck.....Dave Powell

