



# The Binnacle

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

Next Meeting **JUNE 12** - 7:30 PM  
313 Brunswick Place

## *On the Horizon*



Information on upcoming events

**May 29** – Executive Meeting – Ken Scotten's home

**June 1** – Sidney Community Days Display and Show at Port Sidney – see below

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

**June 12** – Regular Meeting

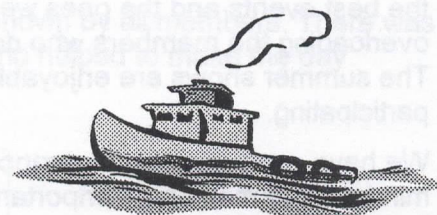
**June 26** – Executive Meeting

**June 29** – Cowichan Bay Display and Show

**July 1** – Canada Day Display at Tulista Park, Sidney

**July 6** – Strawberry Festival, Beaver Lake

**July 10** – Regular Meeting \* **Harrison Pond**



Questions? Ron Hillsden 479-5760 [Ron.Hillsden@shaw.ca](mailto:Ron.Hillsden@shaw.ca)

## SIDNEY HISTORICAL MUSEUM SHOW – June 1 to June 30

At our last Regular Meeting, Peter Gardam, curator of both Sidney Museums, addressed the meeting, requesting members to bring their models to the Museum for a month long display for the month of June /03.

This is the third time that the club has been involved with this Museum and it's another important contact for the club to maintain. The Museum has several lock up type display cases for smaller models and also some free standing display cases for medium sizes. The larger models will be displayed on a raised platform viewing area. This is all roped off from little hands. The Museum is also Insured for this type of event. Lets show off our Models to Sidney and its Visitors!

PLACEMENT DATES : MAY 31/03 SATURDAY 9:30 – 11:00 A.M.  
JUNE 1/03 SUNDAY 9:30 – 11:00 A.M.

Contact people: Derek Woollard 658-1150 or Ken Lockley 477 5830





**REGULAR MEETING: April 10/03 Extract of Minutes**

Arrangements were reviewed for the models on exhibition in June at the Sidney Museum, and for the opening sailing and power Regattas.

The Treasurer presented the Financial Statement for 2002, and reported that all dues for 2003 have been received. The Association's financial status is sound and on track.

The entertainment was Mr. Derek Baker presenting a discussion on electrical installations in model ships. T. Pound Sec.



### From the Bridge

"Both our opening Regattas have taken place – sail Regatta at Beaver Lake on Easter weekend was a huge success 16 participants – great events – and even excellent weather on the only good day of the long weekend. The power Regatta, although over, was not yet run at the time of writing this item. I trust it went well also. Congratulations to all involved and who organized on our collective behalf.

Our summer event show program is well underway in planning and I urge all members to consider entering and assisting the members who are organizing. We are in the great position of being in high demand by organizations so we have chosen the best events and the ones we can do well without overloading the members who do the bulk of the organizing. The summer shows are enjoyable and I urge all to consider participating.

We have conducted an Insurance Review and I want to remind members of some important points with respect to our liability and coverage.

1. Society has liability insurance if our pool or water causes damage.
2. Society has liability if someone is injured in any way at our Society activities – however the task for us as a Society is to conduct our events in a responsible manner and not be negligent.
3. Our policy does not cover the damage or theft of members' vessels at our shows. It is the responsibility of members to have their own coverage through their personal effects insurance. However, some show hosts have coverage supporting us and our Society organizers **always investigate and consider** the security aspects for shows to minimize security risks to members' boats. We cannot eliminate the risk - only minimize it. Club insurance does not provide for replacement or compensation for a members boat being damaged or stolen at a show.
4. Neither Executive nor Members have personal liability insurance for action taken against you in the course of Society operations. For example, should you act unlawful/negligently in insulting/harassing anyone visiting our location at a show or club event at Beaver Lake or Harrison Pond or provide/ignore an unsafe situation at our events – you as a member could be personally liable even though the Society as a whole has liability insurance. Individual Executive and Member insurance is prohibitably expensive.

Not to make light of it all, but to put it in perspective, if we continue to act responsibly and "reasonably" in the circumstances we will continue to have the enjoyment and fun in all our Society and boating activities that has been the case to now. Your executive will continue to make all activities enjoyable, safe, and minimize the risk. None of us would knowingly recommend your participation in an event that we as Executive would not participate in as well.

Ken Scotten President

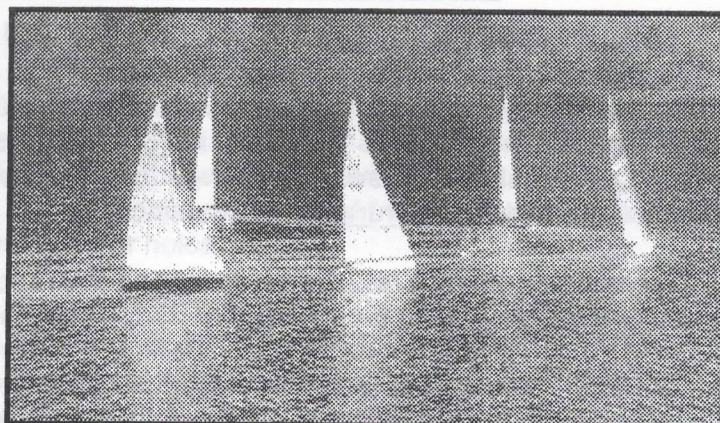
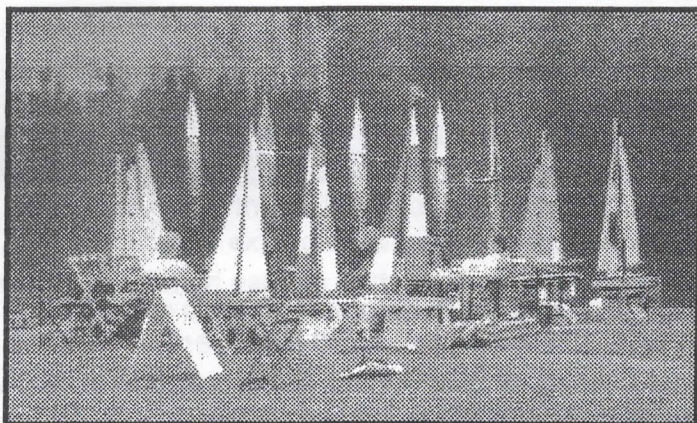
### 2003 Executive

President:	Ken Scotten	472-6187
Vice-Pres.:	Jack Plummer	592-2200
Secretary:	Tom Pound	595-6111
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





## APRIL 20 – SAILING FUN REGATTA

Sixteen sailors joined in for a mixed series of sailing events, including the Powell Cup, Around the buoys racing and a Steering Course. The scores for all three events were accumulative, giving us a

- 1st - Scott Ringrose
- 2nd - Lois Lockley
- 3rd - Rob Woodward
- 4th - Dave Seager
- 5th - Fred Herfst



We were lucky with the weather and the wind was fluky a times which added to the challenge.

As the Regatta Coordinator I was particularly pleased with the comradely shown by all members. There was lots of helping hands for set up and tuning. I would like to thank all those who helped to make the day successful and that is everyone who attended. Thanks K.L.

### POWELL CUP RESULTS: April 20

Below are the results of the first of three Powell Cup Events to be scheduled through the Summer. Dates to be posted

Points are accumulative, join in next time and try your luck, you may even win.

David Seager	32
Scott Ringrose	23
Mike Woodley	21
Bud Read	20
Rob woodward	19
David Powell	19
Bob Rainsford	18
Jack Plummer	15
Peter Smith	13
Jack Peterson	11
Ron Armstrong	11
Fred Herfst	10
Lois Lockley	10
Don Mills	9
Ken Scotten	5

### ADDITIONS TO SAIL FREQUENCIES:

- 61 Jack Plummer
- 65 David Powell
- 66 Don Mills
- 78 Doug Allen
- 82 CLUB BOAT R1

Please add these to your list that was in last months Binnacle.

ANY OTHER FREQUENCY  
AND/OR NEW ADDITIONS?  
PLEASE INFORM  
RON HILLSDEN OR  
KEN LOCKLEY

Ron Hillsden is working on the power boat frequencies, please, give him yours. They will be in a future Binnacle..

### New product:

It would seem that Revell AG is going to release a 1/72nd Type VII U-Boat, so the Matchbox/Revell Corvette will have something to "fight".

White Ensign Models have already announced that they are "working" on a photo-etched detailing set.



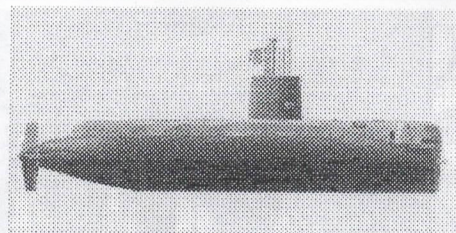
### WELCOME NEW MEMBER

Rick Rainsford  
782 Matheson Place  
Victoria BC  
V9A 6E5



## THE SUB SUBJECT

To pacify those who regularly attend Sunday patrols at HMYP, I will try to explicate the workings that allow the Molch ("Bratwurst") midget 1:11-scale sub to release her two torpedoes, and what makes them then take their Road-Runner style trajectories.



There is some subtle reluctance underlying this report. How does a modeler shed all false humility, but stay shy of bragging about a success? I'll try by reviewing the two G7 model fish first.

The G7s are owned-built-nurtured-coddled-maintained-and-constantly-improved by Pond denizen Len Gibbs. He built them for his Seehund model of another German midget, but delegated me to release (not "launch") them from the (still) more primitive Molch.

The model G7s are not exactly small. Their vital statistics run 2.25" by +-26.75", tip the scale at 2.375 lbs., but their electrically driven 1.00", three-bladed screw makes 'em truck like stink, more so than greased lightning.

The torps' basic engineering is simple and, lately, as close to reliable as model matters tend to get. Their start and stop phases initiate from not one but TWO on-off switches. While attached to the "boat," which looks like an over-hormoned torp herself, one switch is depressed to its "off" position, and the one on the business end is manually moved to "on" by pulling forward the nose of the warhead some 1/4". Soon as the torp is given the "drop" command, the first mentioned spring-loaded switch pops out its stem to "on", and off she instantly goes at hydroplane speed. Soon as the G7s hit anything (on purpose or otherwise, but most often otherwise) the tip switch is shoved back to "off", and the torp then barely floats, awaiting recovery. Simple? For sure. But months' of trials confirmed that the devil, as most always, lurks in the details.

One hurrah aspect that was as unexpected as it was welcome is that, with or without G7s attached, Molch's attitude in the water, to the eye, remains unchanged. Sure it's an iota slower when loaded, but her (high) waterline shows no change. And when #1 (starboard) is released, there's no heel to port, and vice versa. That, going by our simple, naïve but super-perceptive minds is attributable to the near-neutral (+5.0%) buoyancy of the G7 models. Any kid can carry a 100 lbs. basket of turnips if a big enough helium-filled balloon is attached. Right?

Still, the described happenstance gave us our jollies. Sundry writings and limited reasoning had made us anticipate worse—like Molch rising one way, one side upon a first release—or going T.U., or taking a powder when launched "loaded". Neptune, by the looks of it, likes us.

The torps, being models of torps, may not look like much. Still, they are no less than small-scale subs. They lack turrets and bow planes, but all else is there. And #1 can be radio controlled, but that takes the computerized inputs given to a Lockheed F-117A Stealth Fighter. It's way beyond the reactions of anyone over age seven or eight.

So there's the Molch, and there are the torps. Next, then, boat and torps have to have means of attachment, and Molch must be able to let the G7s go on their errands. Two servos, or just one? Just one won out. But it sits as far back in the pressure hull as possible, and its output horn sits at least 3.00" higher than where its ultimate linkages line up with the tops of the fish.....

Linkages aside, this is how Molch carries its weapons: Robust 1.00" by 18.00" ledges extend from the hull, about three-quarters down the hull's diameter. Under those, there are semi-circular upside down brackets, spaced 11.50" o.c. Each bracket has two holes with copper bushings. The hole nearest to the hull measures 1/8"; the second one 1/16". Back now to where it all starts: the high-torque, metal-gears servo.



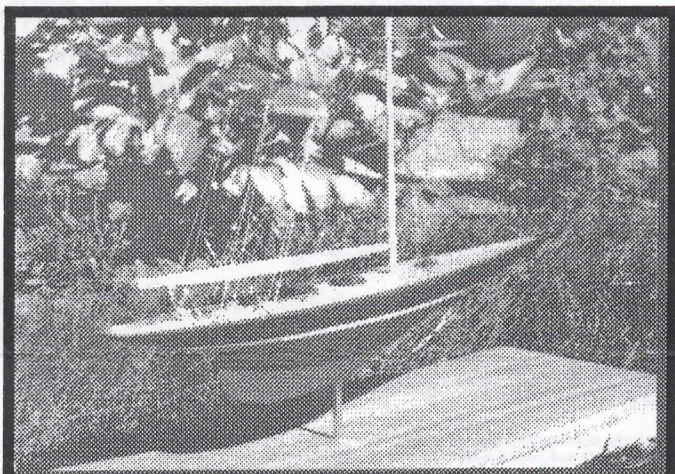
From its short, soldered-on horn, a 1/8" rod, hinged at both ends, connects to a weird-shaped plate, which is almost as wide and as high as permitted by the hull's i.d. That plate is generously drilled to allow passage of the drive shaft and both the rudder and stern planes linkages. The plate swivels two ways, front to rear, while top and bottom stub shafts stabilize its position in the stern cone. Near the top, starboard side, it is hooked to the servo's 1/8" rod. Down near its bottom, to both sides, two stub shafts with clevises stick out through slots in the hull. From those clevises, 1/8" rods run forward, between hull and torp, and from each rod two 1/16" L-shaped hooks extend outward—to match the brackets' smaller holes.

With the torp channel in neutral (5-channel ACE TX), all four the 1/16" hook ends stick rearward out of their brackets +-7/16". With the action-distributing plate moving to release #1 (sbd.) those two 1/16" hooks move forward, slide out of the torp's two eyelets, the G7 drops, starts, and way she goes. While all that happens, the other side's hooks move backward—acting as an escapement—and #2, if anything, stays more firmly attached to Molch than while in neutral. The front to back, starboard-port commands are fast enough to launch both weapons within a second of each other.

Well after the August 24, 2002, official launch, numerous minor improvements were made. Then, reading a newly-acquired copy of Underwater Warriors, by one Paul Kemp, it was learned that the prototypes were similarly equipped, but that they had two, hydraulically-operated hand levers. Some guys, though, late for supper, yanked both levers at once—throwing in their Kriegsmarine-issue sponge, meant for cold sweat removal from their . . . ahhh . . . brow. Any questions?

The June thru August "Sub Subject" column will cover a dozen pointers for prospective and current sub modellers.

\* \* \* Romanus Unicum \* \* \*



Doug Dyer built this static model of the "J" Class 1934 British yacht "ENDEAVOUR" which competed for the America's Cup that year. Nice completion Doug.

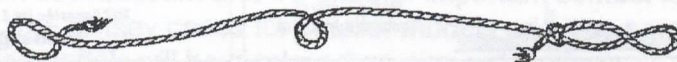
#### WEB SITE TO CHECK OUT:

link is to a fantastic modelling job on a Revell 1/72 Flower Class corvette and German E-Boat.

It is really amazing what Joseph has done with the corvette kit!

Joseph Neumeyer's diorama entitled "Duel at Sea" ..

<http://www.dynamicdioramas.org/MODEL%20SOURCE/duelatsea/duelatsea.html>



#### EDITORS REQUEST FOR PHOTOS: SEE YOUR MODEL IN THE BINNACLE.

As space allows, we would like to feature pictures of members recent (or old) completed models. Slow mail, email or hand them over. Ken L.

YOUTH IS NOT  
A TIME OF LIFE,  
IT IS A  
STATE OF MIND.



## ....."My First Ship Model" Ron Armstrong

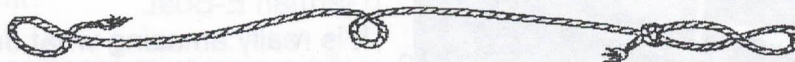
The first ship model I built (as opposed to acquire which is another story) was a British coaster in 1:96 scale. I found the plan, lines and general arrangement on one sheet, included in a book at the old Victoria Public Library in the Carnegie Building (that's a test of your local Victoria knowledge!). I was 12 years old. The book had detailed instructions on how to build this 30 inch replica using bread and butter construction.

I got the top quality yellow cedar planks from a lumber yard whose name escapes me and could very well no longer exist. In my father's basement workshop I drilled and sawed the outside and inside curves without much error (except that the 240 ft. prototype had a straight stem and mine had a slight rake. UF 109 glue was used for all the joints and the hull compressed between clamps I made from 2 x 4s and long carriage bolts with wing nuts.

After the hull was truly secure I planed off the "steps" and voila! it was straight and true with no distortions, a proud moment for a neophyte ship modeler. The well and quarter decks were made from 1/8 inch ply as were the boat and bridge house decks. The two houses were sawn from solid yellow cedar blocks. Masts and booms were made from plastic rod while the funnel was cut from a metal ashtray stand. Propulsion was a Mabuchi 65 motor turning a homemade brass prop via a crude coupling bent and soldered from a coat hanger. In those pre-gelcel days I used a 6 volt lantern battery for power. Radio-control being cumbersome, inefficient and most important of all EXPENSIVE I had to set the little ship's brass rudder for oval or circular voyages.

She was named "Glendaal"(Glenda Baal), for a brief romantic interest. I don't recall a launching ceremony but I happily ran her at Harrison Pond in 1964-65. Then I gave her to "Terry the Terror", the curmudgeonly owner of the old hobby shop at S.W. corner of Broad and Yates Street. After he complained that she sank because her seams parted-- a problem with oil-rich yellow cedar and some glues - I lost interest. At the same time I was discovering cars, girls, dancing and other teenage distraction. My first model was lost in the fire which destroyed the hobby shop in the Seventies. I hope to rebuild in her memory a 1:48 replica of one of the "Butchart Boats", a quarterdecker named "Sean". But little "Glendaal" gave me the bug and here I am today!

Ron Armstrong



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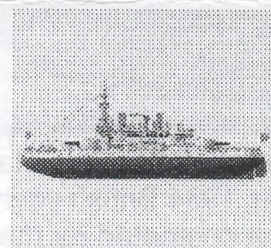
### Huber's Trophies and Awards Gillian and Jeff Huber



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