

The Binnacle



Victoria Model Shipbuilding Society
 Victoria BC Canada
 vmss@shaw.ca
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB
 Vancouver Island Radio Control Boaters



Western Canadian IOM Championship regatta participants at Salt Spring, this month. Photo contributed by Barry.



From the Bridge

Hi Shipmates

We are now just 2 weeks away from the **Tall Ships** event in Victoria so start getting all those boats ready for the display, check the electric's and those batteries for those that will be operating on the pond. There will be storage for the boats when we close at the end of the day so they will not be left out at night. If you have not let **Bill Andrews** know that you are available for duty at the display, then please do so as soon as possible.

As many of you know we have just had the **Western Regional IOM** regatta on Salt Spring. This was a great event with competitors from Vancouver and Ontario also coming over to take part. Initially we had 20 boats registered of which 19 took part at some time during the event. It was a great event well organised by **Lawrie Neish** and **Barry Fox**. VMSS was well represented at the event with **Jan Schmidt** taking 3rd place.

As I will be in Taiwan for the next meeting I will see you all at the Tall Ships when I get back. So happy boating and keep those batteries dry.

Dave T.

ON THE RADAR

INFORMATION ON UPCOMING EVENTS

JUNE 26-29 Tall Ships, Inner Harbour



MEETINGS: Second Thursday 7:30-9:30
 313 Brunswick Place
 Next is July 10th, 2008!



POWER: Sundays 10 - 12
 Harrison Model Yacht Pond (HYP)
 Dallas Road at Government.



SAILING: 1st and 3rd Sundays 1 - 3 PM
 Beaver Lake
 Next is June 15th, 2008!!



LANGFORD LAKE NAVY
 Wednesdays 9:30
 Langford Lake, Leigh Rd at Trillium

July 6th, Strawberry Festival, Beaver Lake



Victoria Model Shipbuilding Society

General Meeting – May 8, 2008

Call to order: 7:30 pm

Present: 22 members

1. Outreach: All is well.
2. Club Finances: **Mike Creasy** reported the club is in good financial shape.
3. Good turnout & good weather for the Battle of Atlantic. A letter of thanks to be sent to the City of Victoria Parks Department for the good job on cleaning of the pond. Thanks also to **Fred Raven** who drove all the way down from Port Alberni with 6 boats.
4. The sign-up sheets for the Tall Ships were passed around for signatures. Members were also asked to consider showing up for the Saanich Strawberry Festival on July 6th. The club will be declining from attending, if asked, next year's Cowichan Bay show. Members can still participate on their own if they desire but there will be no formal club display.
5. **Mike Woodley** spoke to the members about some improvements to the Yacht Pond that he would like the club to think about.
6. Adjourn business portion & break
7. **Peter Hammond** explained about using micro switches and a method for better stuffing tube support. **Dave Denton** demonstrated scribing and how we can make better boat stands.

Adjournment 9:00pm

Respectfully Submitted
Scott Munford, Secretary

2008 Executive Committee

<i>President: David Taylor</i>	<i>652-6480</i>
<i>Vice-Pres: Ken Ensor</i>	<i>478-6884</i>
<i>Secretary: Scott Munford</i>	<i>382-1673</i>
<i>Treasurer: Mike Creasy</i>	<i>965-6487</i>
<i>Show Coordinator: B. Andrews</i>	<i>479-2761</i>
<i>CRD Liaison: Ken Lockley</i>	<i>477-5830</i>
<i>Barry Fox</i>	<i>294-0350</i>
<i>Parks Liaison: Dave Denton</i>	<i>478-1800</i>
<i>Binnacle Editor: Bill Sturrock</i>	<i>479-0239</i>
<i>Quartermaster: Bob Rainsford</i>	<i>383-2256</i>
<i>Librarian: Dave Denton</i>	<i>478-1800</i>
<i>Sailing Director: Barry Fox</i>	<i>294-0350</i>
<i>Publicity: Ernest Reid</i>	<i>652-8579</i>

Contributions to the Binnacle are welcomed.
Deadline for submissions: Sunday before the
monthly meeting. Editor:
vmss@shaw.ca

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http://www.cornwallmodelboats.co.uk/acatalog/billing_boats_bluenose_ii.html

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The Sub Subject

This issue of "The Sub Subject" could have been the opening shot of a well-constructed, rip-roaring and highly readable piece to cap off the column's first 10 years of publication in the V.M.S.S.'s Binnacle. That was tempting. Instead, upon (usually rare) suggestions and requests an updated continuation of the INDEX seemed to be more appropriate--especially with new and newer Members in mind. So, here goes then (back to January 2004).

2004

January An interview with Jack Plummer (2 subs.)
 February An interview with Able Seaman Dan Lord
 March Under Pressure, by A.J.Hill (book review)
 April Greg Sharpe (plans producer/model builder)
 May Part I of "A Strange Encounter" with "Sam"
 June Part II of same
 July Part III (final)
 August The column's 1998-2003 Index
 September Hydrogen Chloride caused model torpedo explosion (No human fatalities)
 October Interview with Com. Lloyd Barnes, RCN(Ret.)
 November "In Praise of Model Submarines" Part I
 December Part II: Avoiding Losses

2005

January Part III: (of Nov. & Dec.) Ballast Systems and Their Respective Costs
 February Part IV (of Nov. - Jan.) Maintenance, Trimming & Encouragement
 March The RAN's Grief with the Collins-Class
 April About An 86-year-old Submarine Postcard
 May An Interview With Ervin Crosby USN (Ret.)
 June The new U212s and U214s (DKM)
 July Getting a Start in R/C Submarine Modeling
 August Mark-2 Model Torpedoes for The Molch
 September An interview with Non-Subber Ken Scotten
 October Air Independent Propulsion (AIP) Alternatives
 November Auxiliary Power in USN Nukes & Active Bow Planes in Model Submarines
 December Parts Suppliers & Test Results Mark-2 Model Torpedoes (See August '05 column)

2006

January A Wartime RN Supply Run to Crete Resistance Fighters
 February The RCN's Victoria-Class (A balanced View . . . ?)
 March The Complete IDIOT'S Guide to Submarines (A not-too-favourable "book" review.)
 April Tourist Submarines (throughout the world)
 May The Kriegsmarine's (DKM) K-Verband Midgets
 June The Japanese (JIN's) WWII Midgets
 July Italy's Decima Mas Midgets & Their Exploits
 August The RN's Midgets & Manned Torpedoes
 September Suggestions Toward Construction of WATERTIGHT Model Sub Pressure Hulls
 October Models' Pressure Hull Penetrations (minimized)
 November "The Sub Subject" Aug., '04-Dec., '06 Index

December Servos in Model R/C Submarines

2007

January The Consequences of Neglected (Models') Maintenance
 February "The Sub Subject's" Genesis
 March The Merits and Demerits of Kit-, Semi-kit .or Scratch Buildings & A Step Above
 April Building & Commissioning a 1:125-scale and a 1:96-scale USN SSN Miami. The first one a dynamic diver; the 1:96 is a static diver (i.e. with ballast tank)
 May Building the "Boomer" (1:100-scale Florida, USN SSSN 728 (Launches 4 gas-propelled Trident missiles, has rescue buoy, Etc.)
 June Building the 1:11-scale, torpedo-releasing Type Molch (a.k.a "Bratwurst")
 July How to go about building/ acquiring a model submarine (with emphasis on needed skills)
 August V.M.S.S. member Scott Munford's 33.5" Oyashio
 September Building leak-proof pressure hulls (see also September 2006 column)
 October Avoiding Air- & Water traps in model subs
 November Net-researched List of Model Submarine Vendors/Sulliers & Builders/Manufacturers
 December Alphabetical continuation of Nov. column

2008

January Illustrated WTC (Watertight Cylinder) designs from Greg Sharpe of Deep Sea Designs
 March Part II (of February column): What Drew Greg Sharpe, Jack Plummer and me to Model Submarine Construction and Operation?
 April Means of ESCAPE For Sub Crews in Distress
 May Means of Rescuing Sub Crews in Distress
 June Jan., '04-May, '08 Updated "Sub Subject" Index
 July RN-Adopted Life-Saving Measures, resulting from the Thetis and Truculent Disasters.

That, then, brings us as up-to-date as the July 2008 that's still in the pipeline.

As mentioned a number of times, after some 120 columns, topics are tough to come by. That is so because submarines in the full-size as well as the model world are relatively few when set against the fleets of surface warships, tugs, sailboats, freighters, tankers, and et ceteras. I've toyed with two solutions that could offer some relief: (1) do selected and reedited reruns going back, say at least five years, under the guise of "Best of," "Selection," or something totally unpretentious with a new intro, telling readers why a specific "old" column was picked, (2) mix in the odd column dealing with (club) "Modelers and their Models." Those would often include photographs or other illustrations.

For the second option, I have sought the help of **Jack Plummer**. He, more so than me, has a handle on terminology, and eyes/knowledge good enough to distinguish be-

(Continued on page 6)

Old Wood & Rusty Iron – by Mike Creasy

A CANADIAN HERO

Here's the deal... a Mediterranean cruise to Algeria, all expenses paid, in your very own converted US Coast Guard cutter. Everybody aboard will salute and say "aye aye sir" to you. You don't even have to bring the ship back! Interested? That was the situation for Fritz Peters as he headed for the North African port of Oran in November 1942. 16 year old Frederick Thornton Peters joined the Royal Navy in Esquimalt in 1905, when a Canadian navy was still a colonial dream. In those days, Canada was still under the wing of the RN, which had small Squadrons of ships at Esquimalt and Halifax to protect trade and keep some order in the Dominion.

The British Admiralty clung to the idea of "one Commonwealth, one Navy" and took the position that the Colonies should send men and money to support Royal Navy operations. The idea had support in Canada, both from politicians looking to avoid the tax burden of setting up a new Navy, and from expats reluctant to follow the American example and sever the ties. On the other hand, there were some visionaries who saw the need for a Canadian naval arm as an obvious prerequisite for a country with three huge coastlines.

Canada's hand (and the Admiralty's) was forced to some extent, when British Naval budget constraints in 1904 led to a massive fleet re-shuffle, and the elimination of Regional squadrons and bases. The RN was engaged in a construction race with Germany, and needed to focus its resources on the new "Dreadnought" style battleships which would soon make all older types obsolete.

The Pacific Squadron cleared harbour at Esquimalt for the last time in March 1905, leaving Canada pretty much to it's own devices in a very unstable world. The Russian Navy had just been wiped out by the Japanese during the Battle of Tsushima. Germany had strong colonial interests in the Pacific – even to the extent of a secret mapping expedition on the west coast looking for potential hiding spots and coaling bases. Teddy Roosevelt had just threatened to send in the Marines if the Alaska Boundary dispute wasn't resolved in his favour.

With lightning speed (...maybe not quite that fast), the Canadian government moved and by 1910, Canada had the beginnings of a Navy.

In any event, when young Mr. Peters arrived at Es-

quimalt in 1905, the Royal Navy was his only choice. He signed on as a cadet and began a long and interesting career including time as destroyer Captain and Commander of a secret agent training school, culminating with his one way trip to Africa in 1942. His task was to capture the French-held port of Oran so that it could be used in the Allied invasion of North Africa (Operation Torch), which in turn led to the famous series of battles between Rommel and Montgomery. Rommel's eventual defeat was the first major setback in the German war campaign, and helped set the stage for Allied landings in Italy in September 1943, and then in France in June of 1944.

Oran was critical to the success of operation Torch, and Captain Peters

knew the odds were not in his favour. The port was well defended by shore batteries and by 14 French warships ranging from cruisers to submarines, sent there after the German invasion of France.

The Vichy French garrison was not well-disposed to the Allies, or the British in particular. Just the year before, in July of 1940, Royal Navy units (including the battlecruiser **HOOD**) had shelled heavy ships of the French Navy at Mers-el-Kebir and Dakar to prevent their transfer to the German side. The British Squadron had sent an ultimatum to the French Admiral, asking that he turn his ships over to British control *toute suite*, or face the consequences. When no clear reply was given by the deadline, **HOOD's** 15 inch guns opened fire, the first time the old battlecruiser's guns had been fired in anger. Unfortunately for Captain Peters, not all the French units were put out of action – a number of destroyers, cruisers and submarines remained in North Africa, shoulder chips firmly in place.

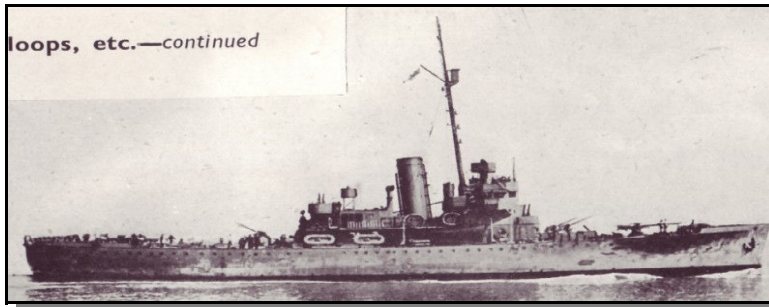
Peters' main assets were two former US Coast Guard Cutters – **HM SHIPS WALNEY** and **HARTLAND**. Built in 1930 as the Lake class cutters **SEBAGO** and **PONCHARTRAIN**, these 1700 tonners were powered by a turbine-electric steam plant giving about 17 knots. Ten of these ships had been transferred to the RN in

Continued on page 5





1941 as part of Franklin D. Roosevelt's lend-lease program, which allowed the Americans to support Britain without getting directly involved. Peters led his force into the harbour at daybreak on



November 8, 1942. Packed with US 6th Armoured Infantry, the plan was to lay the ships alongside the main jetty and disembark the troops, with covering fire from two other forces landed on each side of the main harbour. As they approached, both ships came under intense fire – **WALNEY** was hit several times, killing all bridge personnel except Captain Peters. Blinded in one eye, Fritz Peters still managed to lay his ship alongside the pier, where she quickly sank.

HARTLAND was sunk in the approaches, killing almost all of the crew and infantry force. Of the 393 Americans, 189 were killed and 157 wounded. British numbers were 113 killed and 86 wounded.

The survivors were captured by the Vichy French garrison, and held for two days until Allied forces landed on the beaches were able to overwhelm them. Captain Peters was put aboard an Australian Sunderland flying boat, to be returned to England for medical attention. The Sunderland crashed off the Plymouth coast and Peters' body was never found. It was his 53rd birthday.

Fritz Peters, the boy who joined the Royal Navy in Esquimalt, was awarded both the Victoria Cross and the US Distinguished Service Cross.

Bibliography
Great Canadian War Heroes, Tom Douglas, Altitude Publishing, 2005
Veterans Affairs Canada, online archive



VMSS MODEL BOAT PHOTOGRAPHY CONTEST

OPEN TO MEMBERS OF ANY MODEL BOAT CLUB

Just a few Rules:

1. Maximum of 3 entries per amateur-photographer/member: **DIGITAL (jpg) only!**
2. Send by email attachment to: vmss@shaw.ca subject line: "PhotoContest Entry"
3. Model ships and related topics only, please. **Limit of 3 entries** per person.
4. **Deadline November 15th, 2008.**
5. Judges decision final; prizes to be announced at a later date in the Binnacle.

NOTE: It is intended that the top 12 BEST entries will be used in our VMSS Calendar for 2007. **Questions:** email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!



(Continued from page 3)

tween, good, bad or indifferent. We could (still under option "(2)") categorize kit, semi-kit and scratch models. In any case, the modeler-builder would rate equal space as his/her models. Must mention that the late **Bill Birch** sprang a quite similar idea on me a good while before his health took a plunge. But Bill, as I recall, would have liked a column dealing primarily with members' bins. That would be doable, but perhaps not too relevant--unless our ranks would be chockfull of full-fledged heroes, inventors, and absolute pioneers such as Bell, Edison, Ford, Al Capone, Mother Theresa and other name" people Just raise your hand if you rate, or if you know of someone who would, might or does.

Next month will highlight the RN's (Admiralty's) measures

taken in closing the barn's door after the steed got out. In the Thetis and Truculent disasters, no horses escaped but some 200 good men had to pay the ultimate price.

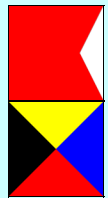


Romanus Unicum

Editors' Commendation (both Ron and Bill)

It is worthy of note, that this issue of 'The Sub Subject' marks a milestone of 10 years of 'an article a month' by Romaine, that has been truly a labour of love. That means that he has consistently prepared 120 issues of two or more pages on an antique word processor called a "typewriter". For the enlightenment of some of our younger readers, that is, every analog letter is engraved on a little metal hammer that impacts the paper when activated by a key and lever mechanism; he also uses a simple copy system that provides him with a duplicate page with every word: carbon paper. The only resemblance with today's computer technology lies in the QWERTY arrangement of keys!

Bravo Zulu, Romaine. We salute you.



Maritime Museum Update – by Mike Creasy

Members will be interested to know that we are planning to organize a tour of the Maritime Museum's secret treasures, probably some time this fall. As well, we have had discussions with Museum staff about more "mutually beneficial" arrangements – things like advertising and doing something with their (now unused) model workshop.

The Maritime Museum of BC is keenly interested in working with us, and your executive are going to see what we can do. I'll be reporting to the executive and to the

general membership as things develop.

On a related note, you may have seen a TV news clip about the pending relocation of the Vancouver Maritime Museum, along with the St. Roch, and the possible break-up of the Vancouver museum's great artifact and archive collections. This, on top of the current squeeze on Victoria's museum, makes you realize how little respect is given to our history.

Only in Canada, eh?

The Maritime Museum of British Columbia, will be hosting "Tall Ships Festival, 2008" from June 26 - 29 in Victoria. In conjunction with the tall ships, and on the same dates, there will be a Maritime Mosaics Festival and a Pirate School. The latter is for young people and includes, among other activities, model ship building. The Victoria Model Boat Builders (*sic*) will be helping man the model ship building station and testing pool. RC modelers can run their boats in a boat pond across the street from the Museum.

The public is welcome to view the models, talk to modelers, and even vote for the People's Choice award!

May/June2008 "Ships in Scale"



JUNE TACKS

Another month gone and more sailing under our belts. We have been pretty busy on the racing front with the final regatta in the annual **All Island Series taking place at Maple Bay Yacht Club** the same day as the boat show at the Marina just up the road.

A bunch of us have been to Saltspring Island for the **Western Canadian IOM Championship** regatta. As many as 20 boats were present.[see picture on cover page] A few mechanical glitches along the way but lots of sailing. 25 races over two days with everything from light drifting wind to good strong #2 rig weather. Mostly really nice #1 rig weather and great friendship. The official report will be done soon and I'll summarize it for next month.

Early in July we will be at Beaver Lake for the annual **Strawberry Festival** day. It is a nice relaxing day of sailing, power boating and the requisite strawberries and ice cream to end the day. Everybody, and I mean everybody, bring out your boats to display and sail. The rescue boat will be out so don't worry about losing your boat and come on out.

I don't have details just yet but it is time to get the **Powell Cup**

going again for this year. More news soon.

Remember that we can set multiple courses if you just want to come out and sail. We can have courses for casual sailing and racing both out at the same time. Lots of water to share.

I know that sometimes it may appear that we are a bit too self-centered while we are racing and may look like we don't want to be "disturbed". That causes some not to ask for help. If you are out sailing and having trouble please do ask for help. We do get quite focused but I know that most of us would be glad to put our boats on the beach for a race or two and help you with whatever your problem is. Very likely we wouldn't pull out in the middle of a race but other than that please ask, we want you to enjoy your boat.

More racing events will happen this summer and fall so stay tuned for more notices to come.

Sign up for Tall Ships!!! Contact Bill today.

-Barry

For techies among us:

The **Microtransat Challenge** is a transatlantic race of fully autonomous sailing boats. The race aims to stimulate the development of autonomous sailing boats through friendly competition. The Transatlantic race will start between September 29th and October 5th 2008 from Viana do Castelo, Portugal. The finish line is between 10 degrees and 25 degrees North and 60 degrees West. Exact dates and start location are subject to confirmation.

Two smaller competitions already taken place, these allowed contestants to exchange ideas and test their boats in less harsh environments.

Race entrants must conform to a range of criteria. They must be propelled by the wind, fully autonomous, self sufficient in terms of energy (equipped with solar panels and batteries), no longer than four metres in length and weigh up to 40 kilograms. Additionally, the cost of materials and equipment must not exceed £40,000 / EUR 60,000.

Registration for the 2008 transatlantic race is now open. The race will begin on the week of September 29th - October 5th 2008 from Viana do Castelo, Portugal. Any teams intending to compete should register by sending the following details to registration@microtransat.org

- * Team Name
- * Institution or Company name (if applicable)
- * Website
- * Where you are from (city and country)



NOW THAT I HAVE YOUR ATTENTION:

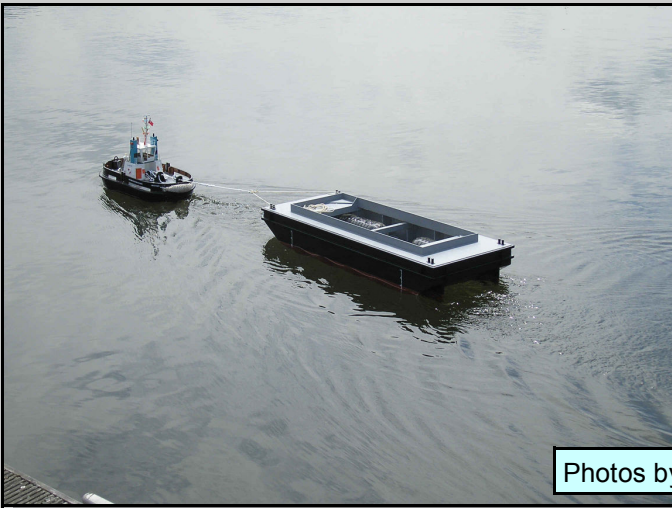
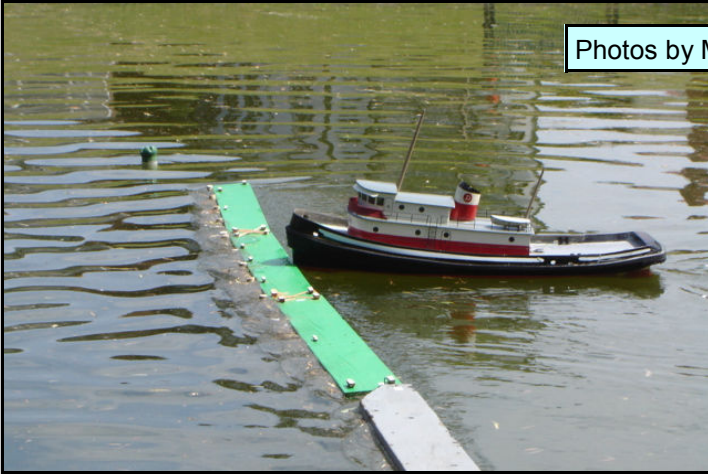
Contributions of stories, anecdotes, pictures, and outright lies are needed for the 30th Anniversary of VMSS and the **The Binnacle**.

Please contact: Ron H., Ron A., Ken L. or the Editor.

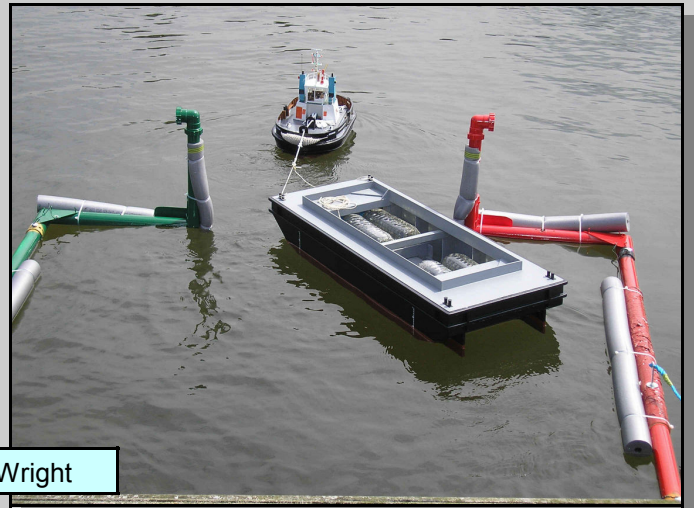


TUG...BOOM...BARGE!

Photos by Mike Woodley



Photos by Mike Wright



**THINK
TALL SHIPS!!**

