



VMSS

Salutes The Canadian Navy

On The Occasion Of

The Canadian Naval Centennial



June 13th, 2010

Harrison Yacht Pond, Victoria, BC

Visit Us At www.vms.ca

Victoria Model Shipbuilding Society – Who Are We?

Victoria Model Shipbuilding Society (VMSS) has been formally in existence since 1978 and in those 30 plus years has provided a common forum for model ship builders in and around the Victoria area to share their experience and to enjoy the company of fellow model builders at regular sailing days.

VMSS serves many different facets of model ship building ranging from the construction of highly detailed scale model ships for display through radio controlled model boats of all kinds and onto sailing yachts powered by the wind. The common thread of construction methods and processes are shared across all of these disciplines and provide the great and lasting camaraderie for all builders. The Club meets regularly every month and then has many organized boating events throughout the year that allows members the opportunity to show off their boats and the craftsmanship it takes to build many of the fine models on display,

If you are interested in joining us for more of these fun events, please pick up an information card today and visit us at our next meeting



Harrison Pond

Harrison Pond was the inspiration of Victoria Mayor Claude H. Harrison, who responded to a request by the Optimist Club for a place for youth to practice sailing the boats they had made with volunteers. Mayor Harrison convinced fellow Councilors to use a Provincial Government grant to build this Pond in what, since 1947, is officially Holland Point Park.

The Pond was completed in 1955 and is only the second purpose-built model boat pond on the West Coast of North America. The other is in Golden Gate Park in San Francisco. It measures 240 feet long by 80 feet wide and has an average depth of 18 inches, with the original concrete sides and bottom. It remains a City facility, managed by the Parks Department. As such it is open to all model boaters, not just the VMSS, though we are the primary users from May to October. Sundays are our main operating time for radio-controlled electric powered model ships.

It is not, and never has been, intended for waterfowl!

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THE CANADIAN NAVY

Origins

Since Confederation there had been musings about combining the marine services of fisheries, customs, Northwest Mounted (RCMP predecessor) and provincial police forces into a single self-defense force. However the federal government opted to remain under the protection of the Royal Navy which maintained Empire bonds and ensured the freedom of the seas. Bases had been established at Halifax on the East Coast in the 1700's, and here at Esquimalt in 1854.

This status quo changed radically with the increased arms race between Britain and Germany. The Admiralty decided that the European threat was so great that colonial squadrons were ordered home in 1905. This left only two training sloops and some auxiliary craft at the Esquimalt base. The federal government was forced to either contract for a British vessel in time of need, or create a Dominion navy. Choosing the latter course, the government passed the Naval Service Act on May 4th, 1910.

Two old cruisers were bought for a token fee from the Royal Navy. The "Niobe" was based at Halifax and "Rainbow" here. Neither were capable of modern warfare, a fact which added to local fears when the German Far East Squadron vanished into the Pacific with the outbreak of World War I. Luckily it turned south and was eventually destroyed near the Falkland Islands.

1919 to 1939

The interwar years saw a constant struggle to sustain a Navy against austerity measures. The rising tensions in Europe relaxed budget restrictions and six new destroyers were bought from Britain.

World War II

Canada declared war on Germany six days after Britain in September, 1939, with a total fleet of 16 ships of various types. From this tiny beginning the Royal Canadian Navy grew to the fourth largest by war's end in 1945. The growth was a result of the Battle of Atlantic which raged the entire six years. At issue was the desperate determination by Allied Navies to keep Britain supplied with food, fuel, weapons and ammunition and the equal determination by Kriegsmarine submarines and Luftwaffe aircraft to sever those convoy lines.

Most Canadian escorts were corvettes, about 200 feet long and originally intended for coastal work. They were simple and rugged craft which could be built in small yards on both coasts as well as on the Great Lakes. Wet roller coasters for their crews, they fought with improving weapons and detection gear to turn help the tide in 1943. Merchant ship sinkings continued but nothing like the savage losses of the years 1940 to 1942.

Several examples are here today, in different scales, showing the various improvements between 1940 and 1944.

1945 to 1990

The combined realities of the new Soviet threat and the limitations of a small population in the world's second largest country dictated a specialized role for the Canadian Navy. It was understood that the US Navy could and would meet all surface and air attacks, while our anti-submarine expertise was recognized as the focus for future growth.

The result in the Fifties were the St. Laurent, Restigouche and Mackenzie class destroyer-escorts, the first all-Canadian designed, engineered, and weaponed warships. Equipped with two semi-automatic 3" twin mounts and anti-submarine mortars, their steam turbines gave them a top speed of 28 knots.

The seven foot "HMCS St Croix" Rob Ross's pride and joy, is a perfect example of these unique ships.

Continued Over

1995 to present

The end of the Cold War re-shaped global politics and thus military realities. Now our warships needed to be multi-task, not just submarine hunters and killers, defending themselves in all elements. The result is the Halifax class frigate, armed with anti-aircraft, anti-missile, anti-ship and anti-submarine weapons. Driven by gas turbines and cruising diesels they are 454 ft long and capable of over 30 knots.

This history cannot include the many other types of ships of the Canadian Navy. But it must include the three factors that have garnered our Navy worldwide respect for the men and women who serve in them. First is the constant training and retraining. Next is the ingenuity and resourcefulness that the crews demonstrate to keep equipment action ready. Finally the strength of our Navy is due to the support and courage of the families who maintain "the shore watch" for their loved ones on long deployments.

All Canadians can say "Bravo Zulu" for 100 years of Service.

Boats of Many Sizes

As you look at all of the boats on our pond you may wonder why something that is generally considered to be a very large boat (such as a battleship) looks to be smaller than something you think of as being relatively smaller (maybe some of the tugboats and destroyer escorts). The answer is that while they are all "scale models" of full sized ships, they are often built in many different scales depending on how much working detail is desired or maybe even because of the size of your workshop area.

A popular size for some tugboats is 1:32 scale which translates into 1 cm of (for instance) length of the model boat would actually be 32 cm of full sized boat. In other words a one metre long model would represent a 32 metre long full sized boat.

For much larger boats the scale has to change to a much higher ratio in order to keep the model to a reasonable size. So if you see a battleship model that looks like it is maybe the same size as a tugboat model, then a one metre destroyer ship is maybe built to 1:96 scale and would represent a 96 metre long full sized boat. In this case the real life ship is three times as long as the tugboat.

The confusing part is that there are many different, accepted scales in use. So you will see little tugboats and big tugboats in our pond just as you will see small destroyers and very large ones. It just goes to demonstrate that you can build a model of your favorite ship in a size that fits your work space, the back of your car and your budget.

Schedule of Events

1000 hours	All models in harbour at West End of Pond.
1045 hours	Speech of Welcome by Ron Armstrong , Publicity Director, Victoria Model Shipbuilding Society
1100 hours	Sailpast/Parade of all model ships, reviewed by Cmdr. Hughes
1200 hours	Briefing of all contestant Teams, all of whom use the same 4 foot destroyer-escort model
1300 hours	Team Manouvers begin:-- 1)Replenishment at Sea ; the D-E attempts to connect with a tanker while both are moving 2)Water Gun Shoot ; the D-E attempts to hit fixed targets with a water cannon while going through a course 3)Blind Conning ; The "Skipper" navigates the D-E through a marked course by giving orders to a "Helmsman" with the transmitter who faces the bushes or the crowd
1600 hours	Day's end, wrap up, takedown

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