

The Binnacle

NAVAL MODEL PLANS: PAGE 8!

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss.ca



Yahoo! News-
group : VIRCB
Vancouver Island Radio Control Boaters

VMSS Auction

Len Gibbs R/C Model



LEN GIBBS

Len is a western Canadian artist well known for his unique style of high realism. His original paintings and drawings have been widely exhibited and nationally acclaimed. Len is usually at Harrison pond every Sunday running his Tally-ho submarine. He has donated this square rigged R/C sailboat (motorized) to be auctioned off and all the monies donated to the Victoria Model Shipbuilding Society.

There will be other items to be auctioned at a later date. Contact: Bill Andrews
(250) 479-2761
b-bandrews@shaw.ca.



Victoria Model Shipbuilding Society

General Meeting – March 11, 2010

Call to order: 7:45 pm (27 members & 2 guests in attendance)

1. Welcome: One new member joined tonight, Adrian Harrison.
2. Outreach: Romain Klaasen is having troubles with his balance.
3. Club Finances: Mike Creasy reported that currently we are breaking even for the year. Our insurance has been paid (\$792). We should receive \$567 from the Maritime Museum for Pirate School (\$300 pond fee and \$267 in expenses). Barry Fox discussed our new Membership Dues structure and the \$5 Entry Fee for all Organized Club Events.
4. Upcoming Events: The first sailing event for the Overall Club Championship takes place on March 7th at Beaver Lake with April 18th & May 9th being the next in the series.
 - Motion by Ernie Reid that a one-time fee of \$10 for sailing in the Club Championship Series be adopted. Seconded by Dave Denton. All in favour – 3, all opposed – 5, abstained – 19. Motion Defeated.

On March 21st on Salt Spring Island is the All Island Series followed up by April 24th at Long Lake. May 2nd is the Battle of the Atlantic. Rob Ross says it should echo what happened last year as far as the structure goes. Dave Taylor will do the opening speech.
5. Open Forum: Mark Giles informed us that the agenda has been set for the Naval Salute on June 13th. Ron Armstrong gave a Publicity Report. There is an article in the base newspaper about our involvement with the Salute and we have mentioned on their website. Ron will contact other clubs to see if they wish to participate. The next ship that Len Gibbs had donated to the club, a supply ship called 'Atlantis', will be up for auction starting in May. Norm Farley has donated a speedboat, the Pro Boat 'Blackjack', for the club to auction off at the April General Meeting.
6. Show & Tell: David Cook displayed his Silver Medal in Sailing from the Para-Olympic Games and as well, the torch he recently carried for this years games. Mark Giles had some pitman motors for sale (\$20) and was taking names. Adrian Harrison had the hull from his Star 45 sailboat. Barry Fox won the raffle prize for the night, a Dremel lathe.
7. Adjourn business portion & break
8. Ron Armstrong gave a very amusing & educational demonstration of his universal jig.

Respectfully Submitted
Scott Munford, Secretary



2010 Executive Committee

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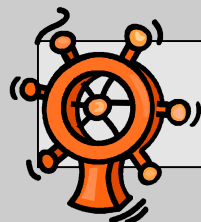
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The Prez Says...

April Musings

It is hard to believe that we are nearly a third of the way through the year already. I guess a nice winter with not very much real cold helps that time pass more quickly.

Early in the year we assessed the Clubs financial status based on what we felt was sound data. Out of that came a number of recommendations for changes. Not all of them very popular as it turns out. Since that initial assessment things have changed. The data we had was good at the time but we have done some things differently since then and they are having a positive effect on our operating cost. The raffles we have held at the meetings so far this year are easily paying for our increased meeting costs. Of course, having the generous donations that give us the good things to raffle are at the heart of that success. We are all grateful for those donations.

Another change was that we put a display back into the mix that we had previously said we weren't going to do. With a great sign up and turn out for the Pirate School days, we were able to provide a good service. In fact, the turnout by the public was not so good this year but we were prepared to deal with the crowds of previous years. Something we had trouble with last year for sure.

So we will be rescinding a lot of the extra charges that had been mentioned and the future looks good for now. Still something to keep an eye on though. Enough of that.

In the next couple of months we have some of our biggest club activities coming up in the form of the tribute to The Battle of The Atlantic and our Salute to The Canadian Navy 100th Anniversary. The organizers of these two events, and their committees, have things pretty well in hand now but we do want a good turnout of boats (and their operators) for both events. While it is nice to have a lot of nicely finished naval ships for these days, not all of us have those classes of ship in our inventory. So my appeal is not for all of us to build an appropriate vessel before May but to bring something to the pond for both of those days and let's fill the pond with boats. We are doing quite a bit of publicity



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

April 18th Club Championship, Beaver
April 24th, All Island Series, Long Lake
May 2nd, Battle of the Atlantic, HYMP
June 13th, Naval Salute, HYMP



Meetings: Second Thursday 7:30-9:30
4050 Carey Road
Next is: May 13th, 2010



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



SAILING: 1st and 3rd Sundays 1 – 3 PM
Beaver Lake
Next is: April 18th, 2010



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



FYI: SOUTH OF THE BORDER-

See page 9...

for both of these days and we should try to produce a show in keeping with all the effort that is going into putting them on.

I have a, so far, unpainted tugboat that is going to get its primer coat soon and it should almost fit in if it is in that form. But even it was painted in its rainbow of colours, it is more important that we fill Harrison Yacht pond with boats than that they all be perfect.

We are about model boating so let's sail as many of our model boats as we can on those two days. It is the Navy's 100th Anniversary, how about 100 model boats on the water that day??

-Barry



THE SUB SUBJECT

PART II THE JIN's MIDGETS

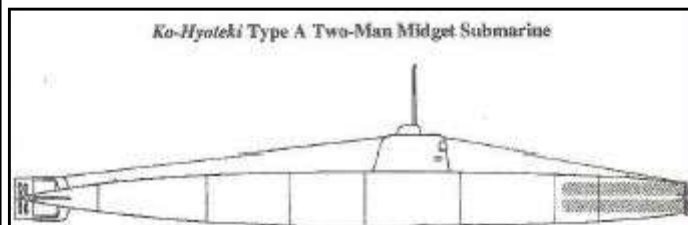
AT THE TIME OF THE DECEMBER 7, 1941, ATTACK ON THE USN's Pearl Harbor base, not a nation in the world had worked longer and more diligently on midget sub development than had Japan.

Japan's efforts to that end got going with what Japanese student engineers had picked up in British schools—starting in the 1920s, and clear up to late in the 1930s. Although chilly diplomatic relations between Japan had an already long history, it is not suggested that midget development was solely geared toward war against the United States. Japan had other fish to fry as well. China the U.S.S.R. Meanwhile though, Isoroku Yamamoto (later an Admiral of renown) had had the benefit of numerous and extensive postings by the Imperial Government to Washington D.C. Thus, by the time his government's relations with the U.S.A. escalated from push to shove, Yamamoto was armed with loads of factual and psychological savvy. He much opposed all-out, armed hostilities but advised that, if war with the U.S. was not avoidable, Japan didn't stand a snowball's chance in hell (translation?) if hostilities were to turn into a war of attrition. The only chance Japan could possibly have was to deal the Americans a "sucker punch." (No translation comes to mind.) Admiral Yamamoto had hoped to draw out the USN into a super-giant, economy-sized sea duel that would make Jutland look like a minor skirmish by comparison. No such luck.

While Pearl was caught unawares, it happened that much the fleet was out on exercises. Besides, the USN had all kinds of good stuff not much more distance than a long, long-distance phone call away. The Hawaiian blow was painful, but neither fatal nor strategically effective.

All along, midget subs had loomed largely in Yamamoto's massive sea battle plan. Two large, ferry type ships were built with stern launching ramps. Each ferry would carry dozens of midgets, under the protection of a vast armada. The surprise attack on Pearl (if it were to stay a surprise) did not fit that modus operandi, but Isoruki—to his later regret—still wanted to test his midget's mettle at Pearl.

At the time, Japan's first and technically most advanced "little" (at "only" 78' l.o.a.) was the Ko-Hyoteki. Over years of preparation, more and more re-



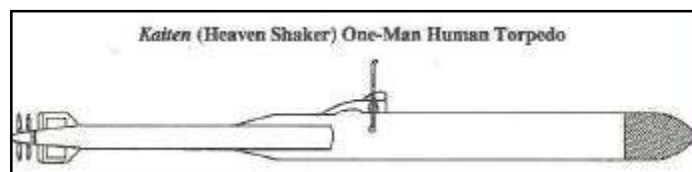
finements were incorporated. But for Pearl and, perhaps other similar deployments, method of different travel plans were called for. So their transportation to their war theatre was revised drastically. Henceforth, they would be hauled to within range of their target on the casings of Japan's large subs.

Eight of Japan's Imperial Navy's large subs were adapted so they could carry up to six midgets on their casings. In some, it was made possible to man at least two of the midgets submerged, via double hatches. That could have been the ultimate way to go, if all systems had worked. But they didn't.

Several Ko-Hyoteki got damaged in transit by the subcaused vibrations. Some simply wouldn't release; still others wouldn't start. All this to the great chagrin of the two man crews who'd bade life farewell in sayonara ceremonies held before each (intended) launch.

Another set-back that fouled up the apple cart's trail was that the elite among the midget's extensively trained crews was lost 10 or more at a time in the first two operations - i.e. Pearl and Sydney Harbours. All of these men were meant to become instructors for Ko-Hyoteki crews to come. And, despite their advanced design, the Ko-Hyoteki's took great, well-trained skills to handle. At periscope depth, they porpoised like hobby horses at the best of times, which invariably got much worse after release of the two stacked torps in the front office. And this even after going deeper and fiddling with the sliding ballast weight.

Still, Japan kept on throwing more Yens at midgets. The Kaiten one-man human torpedo was developed and, again, built by the hundreds. While not officially



designated a kamikaze weapon, the operator's "escape" facility was that in name only. Anyway, for all the trouble and lives taken, the Kaitens total catch were two USN ships: a tanker at Ulithi in November '44, and a destroyer east of Okinawa in July '45. And that was it.

But undeterred by failure, Japan's naval architects and industry kept plugging away. The result: Kairyu --a two man job with a 56.7' l.o.a. Some 760 (!) were ordered, but "only" 212 were available come August '45. All went to the breakers after V- J Day. Futile? Yes, but it still showed great tenacity.

Meanwhile, experts among the US occupation forces found that the Ko-Hyoteki's periscope was an absolute jewel in the optics of the day. But, in view of successes against German field and Japanese midgets, the USN never did get serious about their stateside develop-

(Continued on page 5)

(Continued from page 4)

ment. Some years after WWII, just one experimental midget was built for the USN.

Next month, the substantially greater success of midgets and their ilk in the Italian and British forces will be summarized.

Romanus Unicum



Photo by Bill Andrews

APRIL DOOR PRIZE

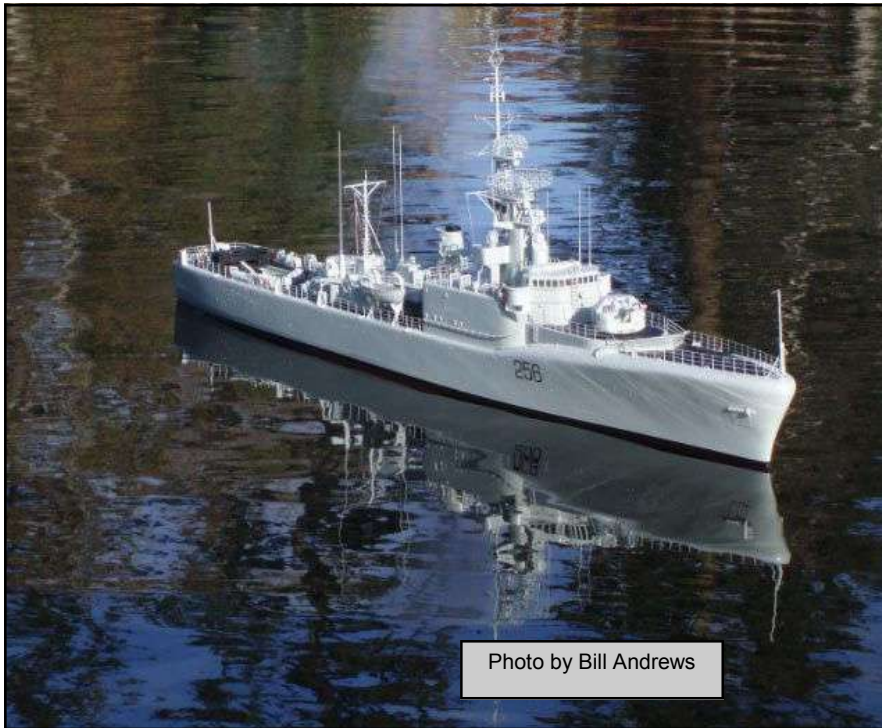


Photo by Bill Andrews

**Rob Ross's DE at Langford Lake
(rumored to be 90% complete)**

Old Wood & Rusty Iron

by MIKE CREASY

We look forward to having more history articles from Mike in the very near future. Ed.

Victoria Model Shipbuilding Society

Celebrates

CANADIAN NAVY

100 Years of Service



**We invite you & your Club to join us
in celebrating the Canadian Navy's
Centennial.**

**Please bring along a naval vessel
& be part of the fun.**

**Harrison Model Yacht Pond
Dallas Road at Government, Victoria**

**10 am to 4 pm
Sunday June 13th**



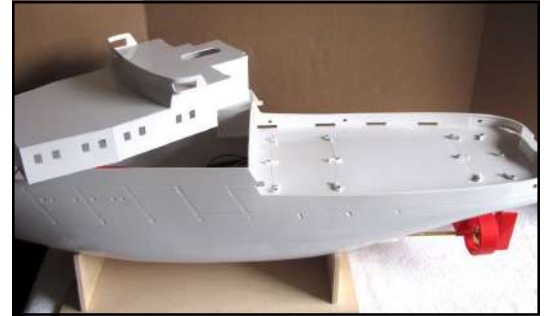
Information: Robb 250-592-6866 mgiles@islandnet.com



Shelbourne Shipyard

As work progressed on the Happy Hunter, I came to the realization that completion was a long way off by following the instructions step by step. So to better simulate a real shipyard, I have started building the superstructure as well. Work on the hull has progressed to where I am just about finished the aft part of the deck. The bow section must wait until all the electronics are hooked up. Better access with the deck removed. One thing I will say about working with styrene, its very forgiving. I had trimmed a little more than I should of in one spot. So I glued a small scrap piece to it, then just sanded it down. Once it's puttied and painted, no one will notice. The superstructure is taking a little time. I have to look into the future and imagine where I'll place my fire monitors, lights, etc. The last thing I want to do is glue a section together than discover I have to run a wire through it.

The repairs & repainting on the HMS Exeter are underway. I finally found a colour that's more realistic than what I had it. I don't think it will be 100% by the Battle of the Atlantic, though it will make an appearance on the water. My goal is the Naval Salute in June. By then the repairs should be complete, painting done, with hopefully some added details and a ballast pump installed. Due to the shafts being below the waterline and a low profile, water tends to accumulate in the hull. I did put in a bulkhead to keep it from sloshing from bow to stern. The pump will be installed in the stern section, where the majority of the water builds up. I know I should remove the shafts & motors and properly fix this situation. But if I did, it would not be ready in time for this year's Celebrations. Besides that's a lot of work for a ship I generally run 2-3 times a year. The ballast pump is a much easier solution.



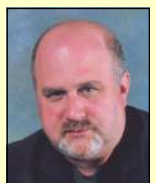
Scott Munford
Yard Master



America's Cup Sailor



These pictures were omitted from Scott's article about his sailing vacation in the February issue.





VICTORIA MODEL SHIPBUILDING SOCIETY

SHIP PLANS

Naval Vessels

Name	Type	Registry	Scale	Folio
47'	Ship of the Line: 74 Guns (1813)			115
	Motor Life Boat (new)	Canada		132
Adams	Destroyer: Missile	USA		52
Amethyst		UK		46
Annapolis	Destroyer: (1977)	Canada	1:96	32
Annapolis	Destroyer: DDH 265 (1965)	Canada	1:48	85
Arkansa	Destroyer: (35" hull)	USA		29
Athabaskan	Destroyer: Tribal Class (1960)	Canada	1:48	68
Boat: Motor	Boat: motor: Fast (1946-50)	UK		76
Boat: Personal	Boat: Personal 27 and 28 foot	USA		93
Bonaventure	Aircraft Carrier: (1958)	Canada	1:96	66
Bras D'Or	Hydrofoil	Canada		48
Casablanca	Aircraft Carrier	USA		22
Corvette	Corvette: Flower Class (1943)	Canada	1:48	60
Cutter	Coast Guard (1920's)	USA		53
Diligence	Cutter: Revenue 75' (1870)	USA		119
Dory: Sailing	Dory: RCN Sailing, 14 foot	Canada		101
Dreadnought	Battleship: (1905)	UK	1:192	58
Elizabeth Regina	Galleon	UK		8
Frigate: Coastal Patrol	Frigate: Coastal Patrol	Canada		34
Golden Hind	Galleon: (15" hull)	UK		13
Grenville		UK	1:96	55
Haida	Destroyer: Tribal Class	Canada	1:96	94
Intrepid	Aircraft Carrier: Essex Class (1954)	USA	1:48	62
Invincible	Aircraft Carrier: (1980)	UK	1:192	49
Labrador	Patrol Vessel: Arctic (1958)	Canada	1:96	74

Lady of Oriel	Brigantine: Auxiliary			17
Le Hoche	Battleship: (1880 - 1913)	France	1:100	73
Llandudno	Mine Sweeper: (1942)	UK		77

VICTORIA MODEL SHIPBUILDING SOCIETY

SHIP PLANS

Naval Vessels

Name	Type	Registry	Scale	Folio
Mackenzie	Destroyer: DDE 261 (1962)	Canada	1:48	83
Maine	Battleship: (1893)	USA	1:96	80
Marvel	Mine Sweeper: Ocean (1941 - 1945)	UK	1:96	65
Merrimack	Gunboat: US Civil War	USA		1
MGB	Motor Gun Boat: British Power 70'	UK	1:32	45
Minesweeper: Bangor	Minesweeper: Bangor (1939)	Canada		102
Newport News	Battleship	USA	1:135	9
Oriole	Ketch: Sail Training Vessel	Canada		96
Peacock	Patrol Vessel: Hong Kong	UK	1:48	54
Pegasus	Fleet Repair Ship (1920 - 1960)	UK	1:96	51
Protecteur	Support Ship (1967)	Canada	1:96	69
Ranger	Aircraft Carrier	USA		2
Ranger	Cutter: Revenue (1823)	USA		78
St Catharines	Minesweeper	Canada		41
St Croix	Destroyer: DDE 256 (1961)	Canada	1:48	84
St Laurent	Destroyer	Canada		39
St Laurent	Destroyer: DDE 205 (1955)	Canada	1:48	81
St Laurent	Destroyer: DDE 205 (1955)	Canada	1:48	82
Thunder	Minesweeper: (1957)	Canada	1:48	64
Tiger	Cruiser: (1973)	UK	1:192	67
Victory	Ship of the Line: First Rate	UK		72
Vesper	RTTL: 68 foot			88
Wellington	Sloop: Escort (c. 1934)	UK	1:96	50
York	Destroyer: Type 42 (1980)	UK	1:96	56



LOOKEE!!!

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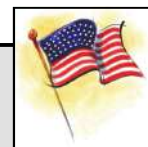
DON MEYER AND DAVE DENTON HAVE CONSPIRED TO MAKE THE VMSS LIBRARY OF SHIP MODEL PLANS MORE ACCESSIBLE.

THEY CREATED AN EXCEL SPREADSHEET AND THE FIRST TWO PAGES ARE REPRODUCED OPPOSITE. IT MAY BE APPROPRIATE TO PUT THE COMPLETE DOCUMENT ON OUR NEW WEB PAGE:

VMSS.CA

WHERE IT WOULD BE SEARCHABLE. FURTHER PAGES COULD BE PRINTED IN THE BINNACLE OR AS A SEPARATE DOCUMENT.

Please let us know what you would prefer. Ed.

**FYI: SOUTH OF THE BORDER-**

- May1/2, Bellingham International maritime Museum Spring model show in Bellingham
- May19/20 Anacortes Waterfront Festival, Cap sante Marina in Anacortes, WA
- June 5 or 6 (not sure which) NW R/C Shipmodelers Regatta at Downtown Park, Bellevue , WA (regatta/contest)
- August13/14/15 Crawdad Festival, Tualitin, OR
- August 21, Foss Cup, Downtown Park, Bellevue, WA (regatta/contest)
- September 4/5, Fall event Bellingham International Maritime Museum, Bellingham, WA

Thanks to **Mike Claxton**

Page 8

RACE WEEK NEWS

Wednesday, July 23, 1997

Close but no gold at Paralympics for Cook and Team Orca

By David Cook

Chapter 1:

When *Race Week News* asked me to share my experiences from competing at the Paralympics in Atlanta last summer, I immediately thought of the infamous last race.

(But before I get into that, I must first thank Northwest Marine Productions, Oak Harbor Yacht Club and all my friends at *Race Week* for donating more than \$7,000 U.S. to Team Orca's campaign. As a considerate skipper, I divvied up the money between my team mates and our coach and told them, "Here's a gift from everyone at Whidbey and do what you want with it." As wise consumers, everyone bought racey new Oakleys, while I invested my portion on treating the Swiss team to some out-of-this-world Cajun seafood and entertainment.)

Now back to the last race. Let me set the stage: It was the last race of a seven-race series. We (CAN) were one point out of first (GBR) and 13 points ahead of third (USA) with a total of 15 boats/countries competing. All we needed to do was beat the Brits, and it was gold. Or at least that's we thought (Choke no. 1). We had a PMS in the second race and were sitting pretty good even with our throwout (Choke no. 2).

It felt just like the America's Cup: one boat and country against another: there

David Cook, right, silver medal winner, and British gold medal winner Andy Cassell share memories, medals and massive amounts of

tequila at 1996 Paralympics.

Photo by Joni House



was a huge spectator fleet scattered all over the water, and a blimp buzzing overhead. Afterwards we heard that the BBC had chartered the blimp to film the big race. Just prior to the starting sequence, our coach, Cindy Sheppard comes through big time and tells us, "The wind is starting to go right." Cindy was a tremendous asset; she identified the wind patterns and called the shifts just prior to every start. Comments from other coaches were: "Is she in radio contact with them? They keep

on tacking or gibing whenever she tells them to." Answer is "no," but great minds do think alike!

We had a great match race pre-start: three or four circles until GBR bails out; we are about one minute away from the line with more than four minutes to go, both boats on starboard with GBR ahead and to weather. GBR luffs. CAN luffs. GBR bears off. CAN bears off. Repeat this maneuver for another 10 times at least. GBR goes for the line and is early.

CAN lets them go. GBR runs the line for five seconds. CAN aces the start at the committee boat and is in a great covering position. Cook yells out a scream of joy (Choke no. 3). Is this emotional or what? CAN tacks to go right (remember the righthand shift?) and GBR follows. CAN wants to force GBR off the wrong way. CAN puts the boat in point mode and takes some huge bites to windward. GBR falls back. CAN extends lead. GBR tacks away. CAN waits until boat is up to speed and tacks. CAN is on the inside of a moderate (30 degrees), yes, moderate lift. Cook bears off for speed and to stay in between GBR and weather mark. GBR tacks to get out of dirt and to go right. CAN tacks to cover. CAN bears off for more boat speed and a tight cover. GBR falls back. GBR tacks for clean air. CAN tacks. GBR falls further back. CAN extends lead even more. CAN thinking GOLD but no one says a word (Choke no. 4). Are we superstitious or what? GBR tacks again. CAN covers. Repeat 10 more times on first leg. CAN rounds weather mark in third and GBR is 10 boat-lengths back in fourth.

By the way, the course is a windward leeward, twice around with a gate at the leeward end, just to give you some insight on how shifty the wind was: there were at least four major shifts of 30 to

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 (three) entries per person.**
4. **Deadline November 15th, 2010.**
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 2011. **Questions:** email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!

Paralympics

Continued from previous page

120 degrees every race (typical in southern lakes in the middle of summer). Penn Cove is a piece of cake compared to Lake Lanier.

On the first downwind leg we have rockets and extend our lead by at least five boat-lengths and put a boat in between us and GBR, so the boys are happy but serious. Ken is awesome at calling the downwind puffs and, more importantly, the lulls by relaying the pressure on the jib sheets. With no chute, no whisker pole and a non-overlapping jib, the boats (Sonars) are very difficult to sail downwind. Cook steers a course based on keeping between GBR and the leeward mark but utilizing the wind pressure from Ken—up in the lulls and down in the puffs. (In Sydney in 2000 we'll be sailing with asymmetrical chutes so that should liven things up a bunch.)

CAN rounds leeward mark in second and GBR in fourth, wind still very shifty. CAN extends lead and a few boats pass GBR. CAN now has five, yes, five boats between us and GBR. CAN thinking Gold, but still no one is saying a word (Choke no. 5). CAN rounds weather mark in second and GBR is in whatever. Who cares (only kidding)?

CAN starts last downwind leg, wind starts to go right big time (90 degrees). CAN goes right. Kirk is relaying GBR's every move to Cook. Cook keeps between GBR and mark without fail (I hear Dennis Connors lost the Americas Cup by not doing it). GBR goes left away from the new wind. CAN covers, wind goes right more, and GBR goes left even deeper. CAN covers. CAN stops looking at the other boats (for only a second, I swear!), and the wind goes right even more (Choke no. 6 and the BIG FATAL ERROR).

CAN finally realizes that we have oversteered the new layline. CAN gybes for leeward gate. GBR follows two boat-lengths back—the five boats that were between CAN and GBR are all now either in front of us or to weather. Cook decides to take the leeward mark nearest to new wind (that's what the book says, I thought). CAN has to give room to NED (Netherlands) and IRL (Ireland). NED does a



tight and wide rounding. IRL does a wide and tight rounding. CAN does a wide and tight rounding. GBR rounds the other leeward mark all by themselves. CAN rounds the bottom end in ninth, yes ninth, and GBR in tenth.

The Race Committee fails to move finish line to weather (RC mega Choke no. 1). The weather leg is now a fetch to finish. They were marvelous all week: every shift, every leg they would straighten out the course, *except* for the last leg of the last race of the series!

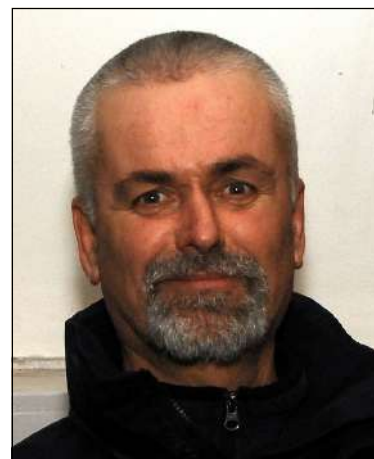
CAN has to sail through NED, roll IRL and power down on GBR to salvage the lead and the regain the Gold (or at least we thought, Choke no. 7). No simple task for any sailor! CAN powers through NED. CAN needs to roll IRL. Cook asks IRL skipper, "Can we go by?" IRL thinks about it for two seconds (the longest two seconds of my life). IRL sails luff. (It pays to brown-nose to the competition, you never know when you want a favour.) Cook says, "Thanks." CAN powers down on GBR. Wind is building (10-12 knots), with GBR going fast.

CAN and GBR bows are side-by-side. CAN thinks, "Are we going to pull if off?" Committee Boat end favoured, GBR closer to that end. GBR just noses out CAN—too tight to tell for sure. Rumour has it: it was only 18 inches.

GBR and spectator fleet goes nuts.

Horns sound. Union jacks fly. Maple Leafs fly. CAN is bummed out, but only for a second. (After all, second best in the world isn't too shabby!) Ken, Kirk and yours truly embrace each other. Cook has tears in his eyes. Coach Cindy has to wait for the last boat to cross the finish line before she can come alongside and congratulate us. GBR hoists a large (4' x 6') Union jack. CAN does one better—hoists a mega Maple Leaf (8' x 12') presented to Team Orca from the Canadian Navy. Party continues in CAN tent. CAN owes GBR two pitchers of Margaritas (double or nothing from a previous bet). Medal ceremony.

Continued on the next page.



nies follow early in the night. Everyone is all decked out in their snazzy uniforms. USA team gets Bronze, CAN team gets Silver and GBR gets Gold. Then, the Real Party starts: everyone congrats everyone else. Cook drinks for the first time in several months. (Oops, that's a little white lie, but you get the pictur) Cook gets sh-- faced loops, but who cares?). GBR skipper comes over to congratulate Cook and gives his Gold Medal to Cook and tells me, "rough luck." Cook cries! Next morning, New Zealand team is found in a ditch from too much fun (DWI in wheelchair--not a car). No exaggeration: the race of my life! Thanks again for everyone's support. End of chapter.

Chapter 2:

Cook goes on speaking tour and meets all sorts of celebrities.

Chapter 3:

Ken and I join forces with Brian MacDonald to start it all over again. Kirk takes a rest from sailing and learns how to play the cello.

End of story!

• David Cook, a long-time Race Week participant, lives in Victoria. In past years, he's torn up the course and his competition aboard his Hotfoot 27 *Horizon*. This year he is racing his Sonar, *Orca*, which he and his team sailed in last summer's Paralympics, a sporting event for world-class athletes with disabilities held the same year as the Olympics.



A Down and Dirty Quick and Easy Good Looking Boat Stand

The other day, when I found that the boat stand that I had for my Flat Out was too tall to fit in the basement with the mast up, I decided to build one to suit my needs. One of our members has one made out of PCV pipe. I thought that looked good so I made mine like his.

Materials:

4 - 3/4 elbows
4 - 3/4 tees
2 - 1/4 x2 1/2 carriage bolts
2 - 1/4 acorn nuts
about 12 feet of 3/4 inch PVC pipe.

I cut the horizontal pieces to 14 inches and the 4 cross members to 18 inches. Glued the assembly together, interlocking because all pieces are the same length - think about it. I drilled the holes for the pivot bolts about 1/3 the way down the leg. This gave a top spread of 6 inches and a bottom spread of 12 inches.

I painted the thing Omaha Orange because that is what I had in my hand at the time. I was painting the boot top of my 1 meter) and boy if you trip over this thing at the beach, your next stop would be to the C.N.I.B. It looks good



and works good.
Dave Denton

