

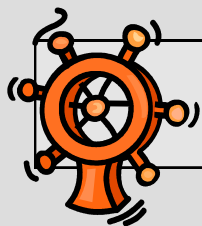


# *THE BINNACLE*

Victoria Model Boats  
Victoria, BC



**Graham Herbert** receives the first-place prize from Saanich South MLA **Lana Popham** for the 2015 edition of Beaver Fever



## From The Bridge

I hope everyone enjoyed the Easter weekend – the weather was a good change and we saw a few new boats out at Harrison on Sunday. Kevin has a new addition and there should be photos of it elsewhere in here. Perhaps it will be a future Show and Tell and he'll explain the various functions. Three Dragon Force sailboats were out and a bit of a north wind although chilly made for better sailing.

Beaver Fever last weekend attracted twenty two IOM sailboats with sailors coming from up island, Saltspring, Burnaby and Washington State. Thanks to those members and spouses that came out and provided hot dogs and drinks to the group. Our local MLA Lana Popham braved the drizzle on Sunday afternoon to come out and present the winners with their awards. Thanks to Adrian for inviting her to do that. Barry will provide you with a more detailed report but it looked like the two days provided some good winds and happy sailing.

This weekend is the Nanaimo Club's show – they generally get a good cross section of boats on display and have a pond there to run the smaller boats. They are interested in sharing the pond at Maple Bay on the May long weekend and we will have an update of that as soon as we see the details. The Marina staff will set the pond up as in the past – we just need to get up there and have some boats on display and on the pond.

New builds are underway by some members. Consider bringing them to a meeting and show the rest of us some new techniques or how you handle old ones. I follow a number of builds on a couple of on line Forums and always find a solution that I didn't think of. Sharing your techniques can help us all to build a better model.



## ON THE RADAR

INFORMATION ON UPCOMING EVENTS

### May 3rd: Battle of the Atlantic Celebration & Race One of Denton Cup



**Meetings: Second Thursday 7:30-9:30**  
St. Peter's Anglican Church, Lakehill  
3939 St. Peter's Rd.  
**Upcoming Meetings: April 9th,  
May 14th**



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



**SAILING: 1st and 3rd Sundays**  
Beaver Lake



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

Sun is out and I'm off to paint a hull!

See you at the pond,

Mike







## Beaver Fever 2015

### From a competitors view by Sailing Director Peter Stevens

It doesn't seem to matter what size of boat you're sailing, when a regatta begins, the wind gods take tremendous pleasure in making the conditions as challenging as possible; and the 2015 version of Beaver Fever was no different.

On Friday, twenty-two skippers made their way to Beaver Lake to take part in the Western Canadian Championships, and first race of the cross border COW series. A broad spectrum of IOM designs were officially registered by Regatta Chairman Barry Fox before being measured by Lawrie Neish. The skipper's homeports were also as varied as the designs; Alberta, Washington, and closer to home, Saltspring Island, Hornby Island, Port Alberni, Nanaimo, Parksville, Vancouver, and the greater Victoria area.

It was a terrific turnout for the first major regatta of the year within our local area. A practice course was set up so that everyone could take advantage the afternoon breeze that delivered gusts in the upper A region. It was great way to get your tuning sorted, while enjoying a beautiful sunny day.

The format called for HMS heats of fourteen boats with six promotions/ relegations to be sailed. On Saturday, the breeze was quite shifty and ranging from very light, to producing gusts that caused nosedives and some very interesting mark roundings, especially when all the boats were hit by the 'big puff' while crowded within the four boatlength zone. It was a credit to all the sailors that the resulting carnage was dealt with quickly and in the spirit of sportsmanship. And it provided great entertainment for those not sailing in that heat! Eleven full races were completed by the end of the day.

Sunday began with very light winds and a steady rain. Our PRO quite wisely decided on single lap races in the hope we could squeeze as much sailing as possible out of a fickle wind. Wind shifts of 180 degrees were a common occurrence sometimes making tactics more a case of good fortune rather than part of a well thought out gameplan. There was plenty of head scratching going on when you quickly lost ten places, and then, without adjusting your sails, and while still steering the same heading, you would gain back those ten boats and probably more...all on the same leg!

Seventeen races were completed, allowing for three throwouts. Graham Herbert from Hornby Island, sailing his own design 'Puff' and Jerry Brower of Lake Stevens, Washington sailing his Fraktal, were tied on points for first. The tie-breaker went to Graham for sole possession of first place. Peter Stevens of Victoria, sailing his brand new V9 in it's first regatta, placed a close third. There were many close battles throughout the standings with three ties and several boats separated by only a point or two. Everyone had their moments of glory where everything fell exactly into place, and then there were the inevitable moments when things went a little bit sideways, figuratively and literally.

A big thank-you goes to the volunteers of the VMSS who provided a hot lunch for all the participants on both Saturday and Sunday. MLA Lana Popham was on hand to award the top three boats with commemorative prizes.

### From the organizer's view by Barry Fox

VMSS has been host to this event for 4 years in a row now. We held it in 2010 as well but used a fall date and had lots of issues with the dreaded weeds. We skipped 2011 and then rejuvenated the event using a spring date when the lake is high and the weeds have yet to grow very much so there is room under our keels to clear most of the weed. And that has brought us some good success.

The entry has grown every year since switching to the spring date. I was a little apprehensive about how we would do this year due to a few factors but ended up with an entry of 22 boats which matched last year, our event high entry.



VMSS was well represented this year with a solid 5<sup>th</sup> place for **Dave Seager**, and a good 8<sup>th</sup> place for **Adrian Harrison**. **Fred Herfst** had some issues along the way, finishing 13<sup>th</sup> and **Dave Taylor** had some ups and downs to give him a 19<sup>th</sup>. However, every one of them had some very good finishes in the fleet races and just weren't able to capitalize on those. But those good races proved that they have the skills and equipment to do well. Just more practice.

This year we had our local MLA, Lana Popham, offer to help us out and she came out to help with the awards ceremony, presenting the top three sailors with their prizes. Many thanks for her participation. We hope she can help us maybe make some inroads on the increasing weed problem that is limiting our ability to sail at Beaver Lake.

A big thanks to **Lawrie Neish** from Saltspring Island for coming over to conduct the event measurement session. And all this only a few weeks removed from some major back surgery.

Producing a regatta like this takes help from a number of people that most maybe don't see. Leading up to the event I had good assistance from **Adrian Harrison**, **Peter Stevens** and **Dave Seager** who each take on some specific tasks that lets me concentrate on the event operation.

**Ron Armstrong** again did his yeoman duty as the Club's PR man and got event notice in various local news media as well as two TV spots on Sunday and a prominent picture and story in the Friday edition of Saanich News. In addition, Ron also sat and helped me with tracking the event scoring throughout the weekend.

A big help was delivered by a number of club members who have become the staple suppliers of our event lunches over the past years. **Bill Andrews** and **Mike Creasy** are the normal providers of this service and were ably assisted by **Bev Andrews** and **Susan Nelson**. The hot lunch, hot chocolate and smiling faces are always appreciated and a big thanks from the sailors, and from me in particular, is due to these folks. This kind of help that can completely be relied upon is priceless support for events like this.

Other members, including Editor **Scott Munford**, Pres **Mike Claxton** and Website Master **Steve Meredith** were all present with their cameras so there is lots of photographic proof that we raced.

Elsewhere in this issue is the scoresheet so you can read the gory details. For any names I have missed, I apologize for missing your names but thanks again to everyone who helped out.







MLA Lana Popham presents prizes to 2nd Place  
Jerry Brower (above) and 3rd Place Peter Stevens (below)















## Victoria Model Shipbuilding Society

**General Meeting March 12, 2015**

Call to order: 7:40 pm

1. New member/guests:

- Welcome new member **James O'Grady**
- Guest speaker **Peter Rudy**

2. Health & Welfare:

- Nice to see Romain

3. Club finances by **Mike Creasy**:

- Nothing new to report
- Break even this year

4. Membership (**Barry Fox**)

- Up to 54 members

5. Sailing Update (**Barry Fox**):

- Good sailing last weekend
- 19 entries for Beaver Fever

6. Swamp Buggy Challenge (**Jim Briante**)

- 8 have signed up

7. Slide show presentation by **Peter Rudy**:

- Ships of the great lakes
- Great presentation
- Many thanks to **Bill Sturrock** for arranging the presentation

8. Upcoming Events:

- Swamp Buggy Challenge, June 14 @10:00 am  
Harrison Pond followed by the Denton Cup

9. Show & Tell:

## 2015 Executive Committee

<b>President: Mike Claxton</b>	<b>479-2258</b>
<b>Vice-Pres: James Cox</b>	<b>382-3266</b>
<b>Secretary: Jim Briante</b>	<b>590-5708</b>
<b>Treasurer: Mike Creasy</b>	<b>888-4860</b>
<b>Director @ Large: Pascal Smyth</b>	<b>508-1016</b>
<b>Show Coordinator: B.Andrews</b>	<b>479-2761</b>
<b>Binnacle Editor: Scott Munford</b>	<b>382-1673</b>
<b>Quartermaster: Bob Rainsford</b>	<b>383-2256</b>
<b>CRD Liaison: Adrian Harrison</b>	<b>592-4232</b>
<b>Parks Liaison: Mike Claxton</b>	<b>479-6367</b>
<b>Sailing Director: Peter Stevens</b>	<b>656-8999</b>
<b>Publicity: Ron Armstrong</b>	<b>385-9552</b>
<b>Memberships : Barry Fox</b>	<b>294-0350</b>

*All above (250) area code*



*Your Executive meets the last Thursday of every 2nd month!*

*The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.*

Mailing address:  
106-4480 West Saanich Road  
Box 55  
Victoria, BC V8Z 3E9

**Contributions to the Binnacle are welcomed.**

**Deadline for submissions: Sunday before the monthly meeting.**

**Editor: [newsletter@vmss.ca](mailto:newsletter@vmss.ca)**





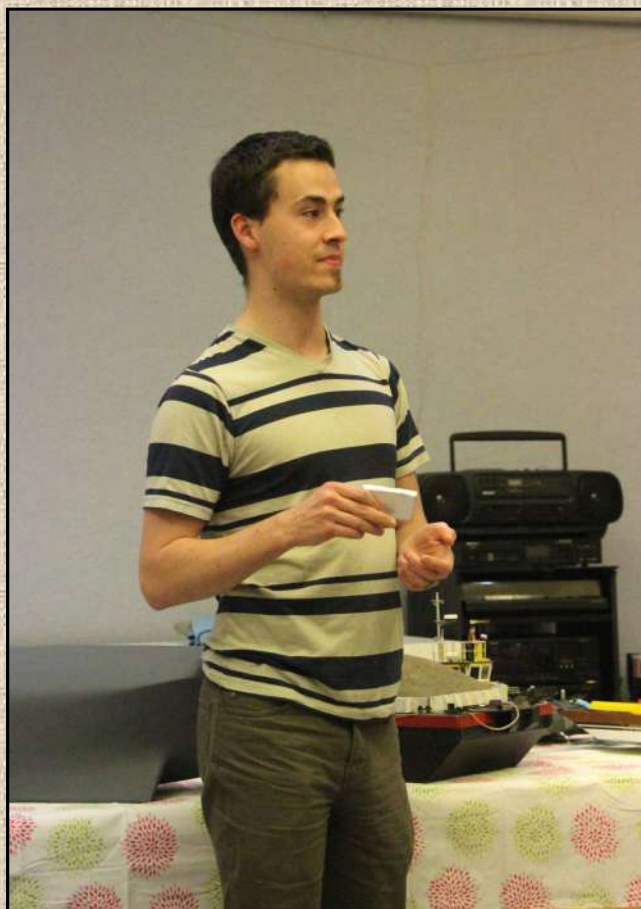
- **Arnold McCutcheon** – Showed his “Rumba”, a high speed stern wheeler (2000 RPM with 15 degrees turn)
- **Ian Fraser**– Showed his tug “Persephene”
- **Harold Lacy**- Showed his nearly completed “Billings Mary Ann”
- **Jim Cox**- Showed his completed the fiber glass hull of the “Western Flyer”
- **Pascal Smyth**- Showed a modular ballast system using lead shots encased with epoxy

10. Sailing School Report (**Jim Cox**):

- Workshop by **Barry Fox** focused on sailboat set up
- Well received and enjoyed by all
- Follow up in 3 to 4 weeks
- Email Barry or Jim if planning to attend

## Meeting Moments









## Silent Auction



Up for silent auction is a Victoria Class sailboat.  
Auction closes at the April 9th meeting.



## Old Wood & Rusty Iron – by Mike Creasy

Our season-opening “Battle of the Atlantic” regatta comes up next month, so what better time to recount the story.

Some perspective: The war in Europe began for real on September 1, 1939 with German occupation of Poland. The Poles were no match for the new style of warfare, and Warsaw fell in a few short weeks. The rest of Europe held its collective breath, wondering who was next. The politics were intense, as Germany sought alliances with other countries – after all, political takeovers are often more effective than military actions.

One lesson learned from World War 1 was the need to control supply lines, and the German navy had a plan to deploy surface raiders and U-boats in the north Atlantic. Adolf Hitler knew that England was the pivotal opponent – if he could choke off the supply lines, he was sure they would either capitulate in short order, or be ripe for invasion.

This was a vital point, because he also knew that the longer the War continued, the more likely it was that the United States would join the conflict. He was fully aware of American industrial capacity and suspected that, if the Americans joined in, his Blitzkrieg warfare style would be checkmated.

Britain had declared war on Germany on September 3, 1939, and hostilities began.

In 1939, Britain and the Dominions had, on average, 2,500 ships at sea every day. Senior Royal Navy Commanders understood the threat of surface raiders, and moved to control or sink them. The threat posed by U-boats was less well understood, and the threat from aircraft even fuzzier.

Canada declared war on September 10, 1939. The Canadian Navy then consisted of six destroyers (*Saguenay*, *Skeena*, *Fraser*, *St. Laurent*, *Ottawa* and *Restigouche*) plus an assortment of small craft.



On September 16, *Saguenay* and *St. Laurent* departed Halifax with the first convoy of the war, beginning a task that would continue without pause for the next 68 months.

By November, two convoys a week were leaving Halifax for the UK, each requiring protection from the very real threat of U-boat attack. Canadians initially provided escort out as far as the Grand Banks, while the Royal Navy picked convoys in the Western Approaches. Merchant ships were unescorted for the main part of the Atlantic crossing because there weren't enough escort ships available, and because the U-boats threat was highest near the coastline.

The German Navy had invested a great deal of effort in planning how to use the U-boat fleet, and quickly began to inflict serious losses. They began the war with about 60 boats and with two per month coming in service. In the first year of the war, nearly 500 merchant ships were lost to U-boat attack, and nearly as many to mines, aircraft and surface raiders.

In response, Canadian shipyards began building a small escort vessel based on a proven design for a whaling ship – the famous Flower class corvettes. Canada built and sailed 122 of these remarkable little ships, something we should all be proud of.





Canada also received seven of the old US “4-piper” destroyers under the lend lease programme. These ships were vital to our small Navy, although legend has it that the 4-pipers could match the Flowers in rolling on a rough sea. One ship was reported to have made 50 degrees, with only a slight hesitation about whether to capsize or come back upright!

Royal Canadian Navy ships took part in many of the major events of the Battle of the Atlantic, and took much of the drudgery and danger of endless convoy escort from the start of the war in 1939 until VE Day in 1945.

Canada’s Merchant Navy also played a major role in the battle. Civilian seamen manned the freighters and tankers carrying vital cargos to the UK and Russia, thumping along at slow speed in massive convoys, waiting for the U-boats to hit.

Canadian shipyards turned to with a vengeance, building the “North Sands” type freighter in small yards from Sydney to Prince Rupert. Beginning in 1941, Canadian yards produced 353 of these 10,000 ton ships. Some went to the UK, some to the US and some stayed in Canadian hands. Many went to the bottom.



All ships and sailors shared the threat from the enemy and from the sea: a fine sunny day meant easy pickings for the U-boats, while a howling gale with freezing spray meant the probably couldn’t see you.

Canada’s role in the Battle of the Atlantic had its spectacular moments, but mostly it was the story of months and months of unending danger and strain for some very brave people. Lest we forget.

Next month, some stories of Canadian ships and men in the Atlantic.

#### Bibliography

The Far Distant Ships, Joseph Schull, Queen’s Printer, 1961

The War at Sea Volume 1, Capt S.W. Roskill, HM Stationery Office, 1954

Canada’s Flowers, Thomas G. Lynch, Nimbus Publishing, 1981





## *The Sub Subject*

Under great, untoward pressure, I spent the past five days sorting/eliminating 32 years worth of files and piles. All that led me to the discovery of these somewhat simpler steps of modelling with GRP. Not necessarily for repairs but perhaps for laying up a hull. You be the judge.

### **Romanus Unicum**



#### CAUTION - FLAMMABLE MIXTURE

DO NOT USE NEAR FIRE OR FLAME

#### INSTRUCTIONS

1. PREPARATION: Clean area to be repaired down to bare metal with sandpaper. Extend bare metal area one or two inches beyond the damage. Depress the metal around the damaged area slightly. Cut fiberglass matting large enough to cover the repair and also allow about an inch overlap.

2. MIXING: Mix only as much resin and hardener as required. Mix in proportion 10 drops of hardener per 1 ounce (28.4ml) resin. When the hardener is poured into the resin and thoroughly mixed, a catalytic action is started, which creates enough heat to cure or harden the resin in 15-30 minutes.

3. APPLICATION: For every square foot of matting, you will need about 4 ounces of resin. Lay the matting in the mixture tray and pour the mixed resin over the matting, making sure that it becomes completely saturated with the resin. Using spreader, spread the resin over the entire area of the matting. When the matting is completely saturated, lay the matting over the area which is to be repaired, putting down several pieces, one over the other, for major repairs and allow matting to dry. At 70°F (21°C) hardening should take place in about 30 minutes. It will take proportionately longer if the temperature is lower than 70°F (21°C).

4. FINISHING REPAIR: The resin-saturated glass matting will form a steel-like mass after hardening which can then be filled, sanded, drilled or ground and which can be painted with any ordinary paint, either brushed or sprayed.

NOTE: Always wash hands thoroughly with soap and water after the repair job has been completed.



### Disclaimer

In no event shall the this newsletter be responsible or liable, directly or indirectly, for any damage or loss caused or alleged to be caused by or in connection with the use of or reliance on any such content, goods, or services available on or through any such site or resource.



How would you like to win \$200 cash & a free membership?

Every member who brings an item for **"Show & Tell"** will get an entry into the draw. Bring an item every meeting and you can have 12 entries in it. At the end of the year, one lucky name will be drawn.

So dust of your projects, tips & ideas and bring them along.

## 2015 Scheduled Events

April 9-12 <sup>th</sup>	Nanaimo Club's Show
May 3 <sup>rd</sup>	Battle of the Atlantic & Denton Cup
May 16-17 <sup>th</sup>	Maple Bay Marina Wooden Boat Festival
June 4-5 <sup>th</sup>	Anacortes Maritime Festival
June 13 <sup>th</sup>	Northwest Club Opening Regatta – Bellevue
June 14 <sup>th</sup>	VMSS Swamp Buggy Challenge & Denton Cup
July 12 <sup>th</sup>	Strawberry Festival
July 25 <sup>th</sup>	BC Aviation Museum Open House
August 9 <sup>th</sup>	Denton Cup
August 16 <sup>th</sup>	Burnaby Regatta – Central Park
September 5-7 <sup>th</sup>	Saanich Fair

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