



The Binnacle

Victoria Model Shipbuilding Society
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Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

Aug 19	FOSS CUP, Bellevue Wa
Sept 3 -5	Saanich Fall Fair
Sept 14	Regular Meeting—Acura Plastics Display Cases
Oct 12	Regular Meeting—Swap Meet
Nov 9	Annual General Meeting, Election of Officers, sailing Video
Dec 14	Christmas Social



MEETINGS: Second Thursday 7:15-9:15
313 Brunswick Place Next is Sept 14



POWER: Sundays 10 - 12
Harrison Model Yacht Pond



SAILING: 1st and 3rd Sundays 1 - 3 PM
Beaver Lake Next is Aug 20 and Sep 3



LANGFORD LAKE NAVY Wednesdays
9:30 Langford Lake

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From the Bridge

Wasn't that a month?

We had H.M.Y.P.50, Luminera, Vintage Aircraft Museum.

H.M.Y.P.50

All of the outside opinions of this event were positive, but the organizers saw some things to change for next time. I liken this to a wedding. The bride and the mother seem to go berserk with how poorly (their opinion) things seem to be going; but the guests feel everything is flawless. And so it was with H.M.Y.P.50. All in all; a most worthwhile event.

Luminera

Luminera was attended by myself and five others with floats and two or three others of the club just looking to see what it was all about. It was a nice diversion on hot summer evening. We have been promised a better location next year.

Vintage Aircraft Museum

We had a very nice display, and lot of people with different disciplines found what we do to be very interesting and vise versa. It was good to talk to these people.

Like I said a very busy month,

Dave Denton

CLASSIFIEDS

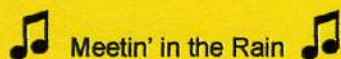
I am looking for someone to complete a schooner ship my grandfather was working on when he died. The hull is completed, painted and is mounted on a stand. It has two masts in place but it is missing the rope and rigging detail as well as props found on the deck.

I live in Richmond and visit Victoria regularly. Is someone available to help me out?

Please phone 604-274-0203. Sincerely, Karen Ibbott

Victoria Model Shipbuilding Society

Regular Meeting – 13 July, 2006



The President welcomed members, and reviewed plans for upcoming events including, Aircraft Museum, and the 50th Anniversary celebration at Harrison Model Yacht Pond.

Once we were inside, members presented models they are working on.

Respectfully submitted,

T. Pound
Secretary-Treasurer

2006 Executive Committee

President :	Dave Denton	478-1800
Vice-Pres:	David Taylor	652-6480
Secretary/Treas:	Tom Pound	595-6487
Show Coordinator:	Bill Andrews	479-2761
CRD Liaison:	Ken Lockley	477-5830
City Parks Liaison:	Mike Woodley	598-8379
Editors:	Ron Hillsden	479-5760
	Bill Sturrock	479-0239
Quartermaster :	Bob Rainsford	383-2256
Entertainment :	Mike Claxton	479-2258
	Mike Creasy	658-1731
Librarian :	John Gough	479-1843
Publicity:	Jack Ross	478-3191
Director at Large:	Ken Scotten	472-6187
Director at Large:	Derek Woollard	658-1150

Our AGM and election of officers

is scheduled for the November meeting. Please consider what you can do to help relieve some of our current officers. There will be vacancies. As you know, some of our directors have been there a long time. If you are willing to help out, the executive will welcome new directors, no experience necessary!



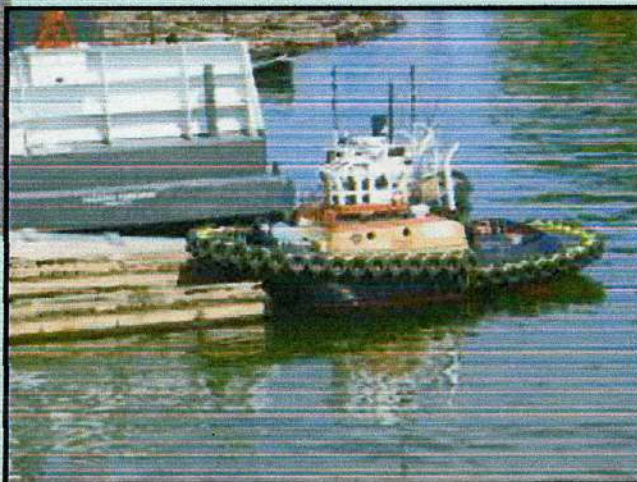
Gary King of Coquitlam, a member of Burnaby Association of Marine Modelers, won second in both Modelers' Choice and Public Choice with his **Tiger Sun**

Please see page 6 for a full list of the competition winners

Birthday Party Winners

Ben Flodquist of the Northwest R/C Ship Modelers in Seattle won first in both Modelers' Choice and Public Choice with his **Indefatigable**. Guess who won the tug boat race as well?

Bill Sturrock photos





Harrison Model Yacht Pond 50th Birthday Party

A very nice day on the water!!! 40 or more sailors registered over 70 boats for our celebration day. A tremendous showing.

Although there were some very nice fishing boats, passenger vessels and others, the tugboat fleet was outstanding. All sizes, from some around a foot long to maybe 6 feet long were present. The boats and their skippers put on some tremendous demonstrations of skill and capability.

And submarines!! Skimming along both on the surface and below. I've never really seen them before and they are really something to look at. The ones I looked at are quite an engineering marvel to see all the controls needed to operate crammed into limited space and then waterproofed as well.

A good representation from the sailing side of the club was also present and usually had enough of a breeze to glide around the pond and show themselves off.

A number of competitive events were spread out around the pond and we saw some really skilled execution of the courses and challenges.

Ron Burchett brought his usual collection of interesting boats and also brought along the self dumping log barge. I had seen it operate in a video from a TV show but it is even more impressive to see in real life. What a great show.

None of this happens without one thing a good, solid organization plan.

A committee, under the guidance of Mike Woodley, put in a lot of hours and a lot of thought to arrive at a diverse format that gave everyone a chance to show their stuff. And on event day they all contributed even more to see the event come off without a hitch.

I know Mike will acknowledge them all individually at our meetings and in our newsletter, but everyone who contributed to the day's operation should rest well knowing that hard work paid off.

So, for me, thanks to everyone for organizing a great event, bringing your boats out (from all over the Island as well as the lower mainland, and the US to support the event, and for helping to setup and take down all the structures, tables, etc. needed to help it run.

See you all in another 50 years?

-Barry Fox

Please see page 6 for a full list of the competition winners - ed.

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THE SUB SUBJECT

During December 1941, three Italian MAIALEs. wiped out RN's Valiant and Queen Elisabeth, with those ships at anchor in Alexandria Harbour.

Upon reading the detailed briefing, Churchill was not best pleased. So, in his prime ministerial position, and as erstwhile first lord of the admiralty, he positioned a batch of industrial-strength firecrackers under a selection of butts, asking what countermeasures could be taken in a jif. "Why can't we do the same? I know we have a corps of divers! And don't we want rid of 'The Beast' (Tirpitz)??!!"

That "mandate" set off a flurry of activity. Not only did the Royal Navy have a group of marine divers, they also had a set of MAIALE blueprints on file, staff members who could read Italian, and photographs and. . . a copy of an intact MAIALE-dredged up from the bottom of Gibraltar Harbour. A German could have asked, "Was wunschen zie nog mehr?"

The British war industry set to work. To them, it became project CHARIOT and, as early as June 1942, prototypes were being tested in a Scottish loch. Development moved at breakneck speed. So fast, in fact, that came October 26, 1942, CHARIOTs and their trained two-man crews were bid farewell- carried by three adapted submarines. That didn't work out at all. The squadron never made it to its destination, and one submarine was lost. But new plans to get the CHARIOTs to the Tirpitz's lair were concocted. This time, a pair of CHARIOTs was slung under a Norwegian fishing vessel, to which superbly forged documents were issued. Great idea. The boat did clear the German's checkpoint and search at Trondheim Fjord's ria, and then matters turned sour.

A ferocious squall roughed up the Norwegian vessel. The CHARIOTs were very damaged, and scuttled. Tough.

The RN now realized the huge geographical difference between their problems in CHARIOT deployments, as opposed to those of the Italians and their MAIALEs. With Spain's tacit co-operation, The MAIALEs were parked "around the corner," so to speak, of The Rock, i.e. Gibraltar. They could take their to-work commute under their own power. (Not at Alexandria where they, too, had piggy-backed the midgets in containers aboard submarines. But was an only-once occasion.)

Fortunately for the Allies, the RN/Admiralty had covered their bets on the CHARIOTS which, in the end, could claim no better than two cruiser and three transport kills.

The way they'd edged their bets was by an early start on design and development of the now much publicized and displayed X-CRAFT.

A prototype X-CRAFT was tested as early as March 1942. It was finished by Vickers during July 1942, had an l.o.a of 43.5' and, at two knots, could go about 80 n.miles. If distance to target was not an issue, the midget could hit six knots surfaced and five submerged. In many ways, the 26 (actually built) X-CRAFT were "small" versions of the Navy's contemporary subs. They had proper scopes, sophisticated ballast systems et cetera. Their sizes were such that they accommodated a three-man crew plus two divers.

Special X-CRAFT features were their lock-out chamber and their potent armament, i.e. two four-ton charges carried on their port and starboard flanks. But still, to accomplish their task, procedures were nothing like a walk in the park.

First the X-CRAFT had to be towed to the vicinity of the target by a submarine, change crews, carry on under its own power, get the divers out, cut the enemy's nets, detach the monstrous charges, swim/float them over to the adversary's ship, attach them to her hull, set the timers and hustle back to (and into) their X-CRAFT. Try that sometime.

For the Tirpitz mission, much went according to scrip-much but not all.

On the way out to Norway, five out of the seven X-CRAFT were lost. Towing cables snapped; others just simply disappeared. Two made it to 'The Beast' one stuck its charges to her hull but the Germans hadn't spent time reading their zeitung. The divers were captured, questioned and kept aboard. The charges went off. Punctured the Tirpitz's hull in convincing fashion. Her boilers got dislodged, and at least one of her gun turrets got knocked off its circular track.

Trouble was: from the air. . . no evidence of damage. It took the Allies a good long while before they knew that Tirpitz no longer posed a threat to the U.S.S.R.-bound convoys. (Same happened with the "sunken" Queen Elizabeth in Alexandria. The RN successfully kept up appearances for what's known as 'a long time'.)

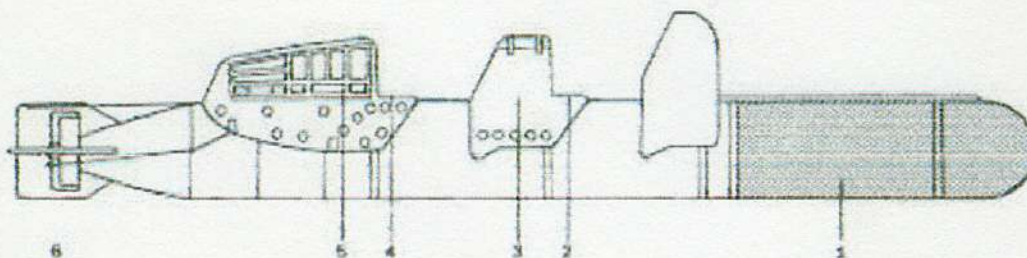
As mentioned, the RN took delivery of 26 X-CRAFT. But because of delays experienced with Vickers, it was decided to spread the work around. Five builders shared contracts. That's one reason for numerous variations among the two dozen plus copies. Here follows the (unrelated to quality) birth and death summary

Builder	No Built	No Lost
Broadbent	5	0
Markham	2	2
Marshall	6	0
Varley	2	0
Vickers	11	6
	26	8

Out of eight lost in action, five went down in the Tirpitz raid by accident—not German action. Few among the 18. remaining suffered humiliation at the breakers. Some became crew trainers after the war: others were dished out to museums in England, Australia and elsewhere.

In total in war theatres, and all the CHARIOTS sank or severely damaged three transports and two cruisers. The X-CRAFT's claim to fame, of course, is that they moored Tirpitz for all times. In addition, though, they also instigated the obsequies of three freighters, one floating drydock and, late in the game, a Japanese cruiser. More significant perhaps: Not unlike their German, Italian and Japanese counterparts, their existence kept the Kriegsmarine and the Imperial Navy on their toes, while both should have been employed in more crucial jobs.

Chariot Two-Man Human Torpedo



- | | |
|----------------------|--|
| 1. 600 Pound Warhead | 4. Assistant's Position |
| 2. Driver's Position | 5. Locker (net cutters, ropes, docking gear) |
| 3. Ballast Tank | 6. Propeller and control surfaces |

That latter aspect, in most ways, was the that midgets' overall greatest contribution to all the forces that operated them as a WW II weapon. That, of course, worked only in "The Good Old Days." In the present electronic age, the snowball's chance in hell would exceed that of the midgets by a long shot.

Next month, one more time again, the column will dwell on designs and construction methods toward keeping the (electronic) guts of model submarines dry. Then, for October, the "Sub Subject's" index will be updated for the benefit of new V.M.S.S. members, website readers and for those with corroded memories or iffy filing systems.

Romanus Unicum



Harrison Model Yacht Pond 50th Birthday Party Competition Results

Clubs:	VMSS	Victoria Model Shipbuilding Society
	BAMM	Burnaby Association of Marine Modelers
	MVIMM	Mid Vancouver Island Marine Modelers
	NWRCSM	Northwest R/C Ship Modelers

Steering

1. Alan Burchett	Alan B	MVIMM	Ladysmith
2. Mike Woodley	Lady Bug Lander	VMSS	Victoria
3. Jack Lenfesty	Princess Kathleen	VMSS	Brentwood Bay

Log Retrieval

1. Alan Burchett	Alan B	MVIMM	Ladysmith
2. Cam Lampard	The Hustler	MVIMM	Nanoose Bay
3. Keith Schermerhorn	Kulshan	NWRCSM	Bellingham

Tug Race

1. Ben Flodquist	Indefatigable	NWRCSM	Seattle
2. Ailish Dean	Island Guardian		Victoria
3. Dave Denton	Fearless	VMSS	Langford

Public Choice

1. Ben Flodquist	Indefatigable	NWRCSM	Seattle
2. Gary King	Tiger Sun	BAMM	Coquitlam
3. Jack Lenfesty	Princess Kathleen	VMSS	Brentwood Bay

Modeler's Choice

1. Ben Flodquist	Indefatigable	NWRCSM	Seattle
2. Gary King	Tiger Sun	BAMM	Coquitlam
3. Gord Milne	US Coast Guard Cutter	MVIMM	Lantzville

Conning Course: not conducted due to boaters being too busy elsewhere.

Registrations

	Boaters	Models
VMSS	28	55
Mid VI MM	6	14 (Chemainus, Ladysmith, Nanaimo, Lantzville, Nanoose)
NWRCSM	3	6 (Seattle and Bellingham)
BAMM	1	2 (Coquitlam)
Local (non VMSS)	3	6
	41	83

Mike Woodley, Director and Event Chairman

Safety and Consideration

You may have noticed that most of us are again using frequency flags and antenna balls. I don't know why we fell out of the habit, but when the subject was raised on our internet chat group (VIRCB), there was instant compliance from members. So please, if you have forgotten, get an antenna ball (from the automotive department) or make one out of a practice golf ball, and use it so no one loses an eye. Not a safety issue, but a consideration issue, also please use a frequency flag so others know when your (and their) frequency is in use!

An Ugly Fight – The Forgotten Sea Battle

In the age of iron and steel, there have been relatively few big ship fleet actions. Some of these we may still recognize from our foggy history of World War 2 – the Bismarck chase, the Barents Sea battle, Guadalcanal, Midway, the Philippine Sea and some others. We also recognize the battle of Jutland from WW 1, notable for its size and the lack of a clear victory for either side.

But how many of us recognize the name of one of the largest capital ship actions ever fought. A battle that resulted in the destruction of one of the world's largest battleship navies. A battle that did not involve Britain, or Germany, or even the USA.

A battle called Tsushima.

The 19th century had seen major changes in warship technology. From the battle of Trafalgar in 1805 – fought entirely with sail-powered wooden ships, muzzle-loading cannons (and hearts of oak) to the installation of steam power in a wooden two-decker in 1846, the first rifled cannons in 1853, the first iron-hulled warship in 1861, turrets, armour, electricity, and on and on.

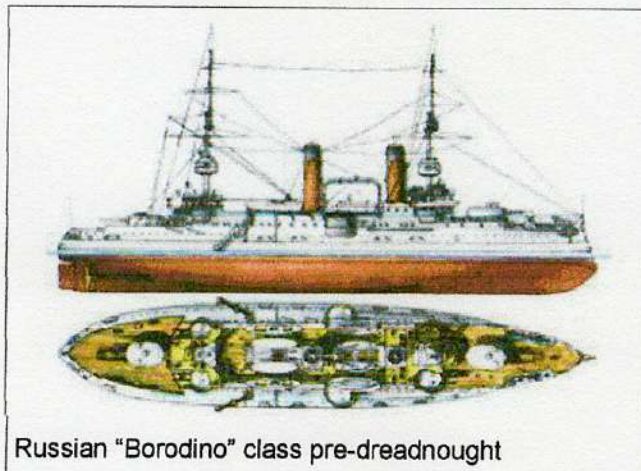
By the 1880's almost every country in the world had become caught up in a naval development craze – a sort of stylish arms race for the horse and buggy set.

Britain and France were the leaders in design and construction, although many other naval powers (Germany, Russia, United States, Turkey, Italy, Spain, Hungary, Japan) were building some types of iron warship.

By the turn of the century, there were literally dozens of fleets around the world, equipped with everything from wooden hulled steam/sail combinations to the latest thing in ship design; the British Majestic class. 413 feet, 15,000 tons, 16 knots, armed with 4 x 12" guns. The Majestics were the pinnacle of pre-dreadnought warship design and were sold to several other countries, including Japan.

The Japanese Empire was engaged in an expansion program into Korea and Manchuria. This brought it into conflict with Russia, which had its own designs on the area.

In February 1904, Japanese destroyers attacked the Russian outpost at Port Arthur in North Korea, starting a sequence of events that would lead to one of the biggest fleet actions of the 20th century.



Russian "Borodino" class pre-dreadnought

Japan had a large, modern navy with a number of battleships and armoured cruisers built by British, French, American and Japanese yards. The Russian fleet had some modern ships, but it was split into three separate fleets in the Baltic, the Pacific and the Black Sea.

To deal with the Japanese fleet, Russia had to send major elements from the Baltic and Black Sea fleets to join the Pacific fleet (based at Vladivostok). In 1904, with short-range coal-fired warships, no Russian bases enroute, this was not an easy feat. In October, Vice-Admiral Rozhdestvensky sailed from Libau (Latvia) with 4 new battleships, 4 older battleships, six cruisers and a host of destroyers and support vessels. The squadron sailed all the way around Africa to rendezvous with the Black Sea squadron at Madagascar, in January 1905.

The combined squadrons remained at Madagascar for repairs until March, when it sailed for Vladivostok. Crippled by shortages of coal, mechanical problems (some of the older ships came to be known as "self-sinkers") and a few mutinies as the Russian revolution started back home, the voyage became a floating disaster.

Adm. Rozhdestvensky hoped to cross the Yellow Sea and reach friendly territory at Vladivostok before meeting the Japanese fleet. But Fleet Commander Togo had other ideas, and awaited his arrival in the Tsushima Straits.



On the morning of May 27, 1905, 11 Russian battleships steamed northwest to meet the Japanese battle line of 4 battleships and 8 armoured cruisers. Both sides had 12" main guns of contemporary design. Interestingly, these guns were capable of firing a projectile 12,000 yards, but with little or no accuracy beyond 1,500 yards. And, many Russian shells failed to explode even if they did hit the enemy!

The Russian fleet opened fire at 7,500 yards and scored several hits, but did no damage due to the poor quality shells. The Japanese began to fire at about 6,000 yards, but got no hits for the first 10 or 15 minutes, because of problems with the latest British rangefinders they were using on the 12" guns. As ranges came down, both sides began to score with their secondary batteries (primarily 6"). Once the Japanese found the range, they began to pound the Russian ships, while the Russians continued to wrestle with dud shells.

The two fleets moved into classic battle order: line astern formations steaming on parallel courses. Battle raged all afternoon. The Russian flagship Suvorov was sunk in the first hour and Adm. Rozhdestvensky fatally wounded.

The Russian fleet pounded on, but the Japanese had about a 2 knot speed advantage so breaking off the action was not an option. Also, the Russian fleet was short of ammunition, not having made it to Vladivostok to re-provision after their epic 7 month journey.

During the night, Japanese destroyers and torpedo boats made repeated attacks, and in the morning, the scattered Russian ships formed up again.

At 1030 on the morning of May 28, the Japanese fleet opened fire again. The Russian gunnery officer told the senior surviving officer that none of the main guns on the remaining Russian ships could reply. Colours were struck and the battle was over.

The result was appalling for the Russians; 12 capital ships, 4 destroyers and 3 auxiliaries sunk, 4 capital ships and a destroyer captured. 4,830 men killed, 7,769 captured or interned.

On the Japanese side; 3 torpedo-boats sunk, 117 men killed. Period.

This wipe-out led to a Russian pullout from Manchuria and other political losses. More importantly, it led to a number of gunnery and ship design changes for HMS Dreadnought – laid down in October 1905 and launched a year later.

Dreadnought quickly became the benchmark for warship design and was copied and improved upon by all the world's navies. In particular, Britain and Germany began to re-equip with Dreadnought-style battleships, creating new fleets for a coming war in Europe.

Next: lessons not learned – fleet communications at Jutland.

Bibliography:

Big Fleet Actions, Eric Grove, Brockhampton Press, 1998
Battleships, Anthony Preston, Bison Books, 1982

Mike Creasy

Remember our Contests

1. Get your entry in for the photo contest.....don't loose out because you forgot!
2. There is also the new author contest for new articles fr the Binnacle, and
3. The best model of a local ship contest which will be awarded at the CanWest Mall Hobby Show in February

The History of Harrison Model Yacht Pond

This is the final installment in this 6 part series.

Victoria Daily Times editorial - Tuesday, July 24, 1956, p. 4

WHY NOT A SWIM POOL?

THE STORM OVER USE OF civic beautification funds for a model yacht pond apparently finds no parallel in wind to sail the toy boats.

That at least is the conclusion to be drawn from the Optimist Club's recent request that bushes between the pond and the waterfront be removed in order to let the breeze through.

Before any action is taken on that suggestion, another matter should be studied. The pond has been built. If the point raised by the Optimists is correct, it is not fulfilling its purpose. Would it not be possible to raise the rim another foot or so and convert it into a children's swimming pool?

If health precautions could be taken, the pond might serve that purpose admirably. Relatively shallow, its water could be warmed sufficiently by the sun's rays to make it suitable for young swimmers. What threatens to be a white elephant could provide a pool in which youngsters who are not strong swimmers could be taught greater efficiency in strokes and be more carefully supervised than is the case when they go to lakes which inevitably fall off into deep water.

This community lacks such outdoor facilities. The conversion of the model boat pond would not necessarily provide the best juvenile swim pool, but it would be much better than most natural bodies of water which are attracting small boys and girls now. Both as a safety measure and as a means of finding some value for a project presently of doubtful merit, the proposal deserves consideration.

The final mention of the pond that I could find between Sept. 9, 1955 and Aug. 31, 1956 is the following tiny item from the Daily Colonist, Sunday, July 29, 1956. It was hard to spot right in the middle of the front page of the second section.

YACHT POND TEST SLATED WEDNESDAY

The first mass test of the Beacon Hill park model yacht pond will take place Wednesday. Stan Jarvis will have charge of a flotilla of vessels built in the Victoria Optimist Club's hobby workshop. Thirty-five model yachts will take to the water at 7.30 p.m.

And that was it. That's all I could find. With all the negative comments the Aldermen and the newspaper writers were making about spending \$17,500 on a white elephant of doubtful merit, and considering that they put in quite a few photos over those months of the pond both under construction and completed, I found it very surprising that there was no coverage in either paper of the Wednesday evening August 2, 1956, 35 boat flotilla of kid's boats on the pond. And I don't know the reason why.

Mike Woodley

The editors apologize to Mike for omitting this final article on the history of Harrison Pond from the July Binnacle. He had planned it to be published on the 50th birthday. He had it to us in January. We goofed, not him! We're sorry, Mike!

Next Meeting September 14

Representatives from Acura Plastics will return. They came in July, but left when we couldn't get into our meeting hall. They have an audio-visual presentation and will discuss building display cases for model ships

They make display cases for the Maritime Museum of BC, so they are well experienced. If you get a chance, browse their web site—this company is really into a lot of high tech stuff!



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John_7227@telus.net
He says call first about other brands



TIPS FROM OUR INTERNET BUDDIES—STEAM TO BEND WOOD

Do you have a microwave? Wrap your wood in a damp towel. Experiment with the power setting and the time....Work from low settings up until you learn what works with your wood, thickness, etc.

Jerry Glickstein

I use a combination of soaking and microwaving. First soak the piece in warm tap water for 15-30 minutes depending on type of wood and thickness of the piece. Turn it frequently and pull it through your fingers at each turning to get the air bubbles off the surface. You don't need a bath tub for the soaking - a tall wine bottle or a cookie sheet that has turned up sides will do the job.

At the end of the soaking period, roll the wet piece in a wet (almost, but not quite, dripping wet) paper towel. Place the wet towel encased piece in your microwave oven and give it a blast. I have a 1000 watt microwave that automatically rotates the item being heated. I've found that 10-15 seconds is plenty - thick pieces get more time, thin pieces get less. Take the heated, steaming paper towel encased piece to your work bench, unwrap the piece, put it in place, and clamp it to let it cool and dry.

Hint 1: Cut the piece to be bent to fit the place where it goes Before soaking and microwaving it.

Hint 2: Be prepared to handle Hot materials coming out of the microwave oven. Tongs or tweezers can be very helpful.

Hint 3: Plan the process you'll use to get the hot piece into place and have your clamps ready for immediate use.

Hint 4: Do a dry (literally) run of the process you'll use to get the heated piece into place on your model - all the way through the application of the clamps.

Hint 5: You can use a hair drier on low/medium heat to accelerate the drying process. I often leave wet pieces on top of the refrigerator where the periodic running of the compressor generates a warm breeze that will dry most wet parts overnight.

Mike Graff



**Harrison Pond
50th
Birthday
Party**

Bill Sturrock
photos

