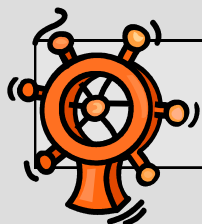




# *THE BINNACLE*

Victoria Model Boats  
Victoria, BC





## From The Bridge

## 2018 Executive Committee

<b>President:</b> Mike Bush	<b>418-5527</b>
<b>Vice-Pres:</b> James Cox	<b>382-3266</b>
<b>Secretary:</b> Bev Andrews	<b>479-2761</b>
<b>Treasurer:</b> Mike Creasy	<b>888-4860</b>
<b>Director @ Large:</b> Bill Andrews	<b>479-2761</b>
<b>Show Coordinator:</b> Bill Andrews	<b>479-2761</b>
<b>Binnacle Editor:</b> Edward White	<b>385-6168</b>
<b>Quartermaster:</b> Bob Rainsford	<b>383-2256</b>
<b>CRD Liaison:</b> Adrian Harrison	<b>592-4232</b>
<b>Parks Liaison:</b> Mike Claxton	<b>479-6367</b>
<b>Sailing Director:</b> Peter Stevens	<b>656-8999</b>
<b>Membership:</b> Bev Andrews	<b>479-2761</b>

*All above (250) area code*



## ON THE RADAR

INFORMATION ON UPCOMING EVENTS



**Meetings: Second Thursday 7:30-9:30**  
**St. Peter's Anglican Church, Lakehill**  
**3939 St. Peter's Rd.**  
**Upcoming Meetings: January 11th**



**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**





**Victoria Model Shipbuilding Society**  
**Monthly Meeting - November 9th, 2017**

Call to order: 7:35 pm by Jim Cox - 27 members present

New members/visitors: None

Health & Welfare: None

Financial Report: Mike Creasy - the annual report ending September 30th leaves the club with cash assets totalling \$7,529.01.

Sailing Report: Nothing to report.

Election of Officers:  
President - Mike Bush  
Vice President - Jim Cox  
Treasurer - Mike Creasy  
Secretary - Bev Andrews  
Director at Large - Bill Andrews

Bob Rainsford said he is willing to be Quartermaster and to store boat club equipment at his house but he isn't able to physically move items back and forth to the various functions we participate in.

Best in Build:  
Sail - Barry Fox and Arnold - winner is Barry Fox  
Pleasure - Harold Lacey and Steve - winner is Steve  
Work - Bob Rainsford - winner is Bob Rainsford

Show & Tell: Ken Lockley gave an update on the ship he's building.

Upcoming Events: Christmas dinner - December 14th, at St. Peter's Church. You can purchase your tickets from Bill or Bev Andrews. Phone (250-479-2761). Email (b-bandrews @ shaw.ca) They are 25.00 ea. The cut-off date for tickets is December 8th. This is the date the count goes into the caterer.

Christmas light-up at Harrison Pond to be held on December 9th at 4:00 pm.

Miscellaneous:

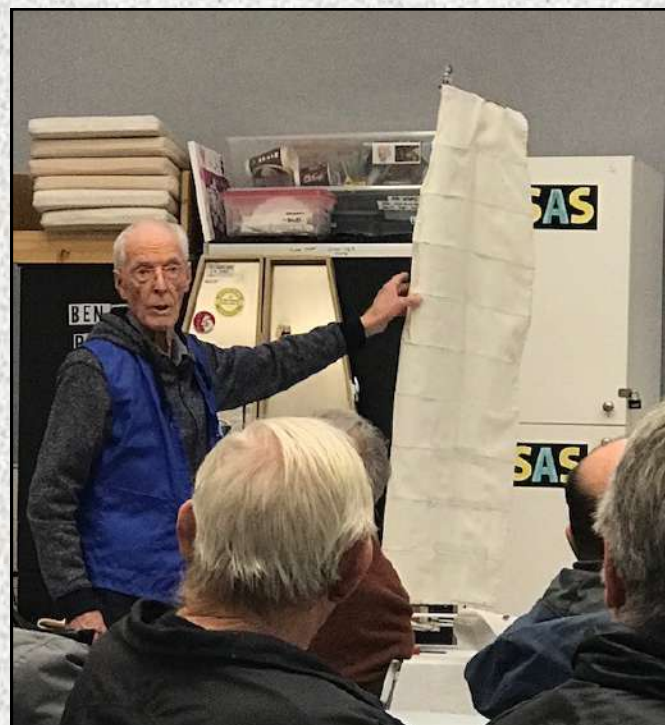
50/50 draw won by Rick Gonder  
Door prize won by Steve McGlade - Propane stove

Meeting adjourned at 8:40 pm





Thanks to Susan Nelson for  
supplying the photos









## Lighted Boat Parade





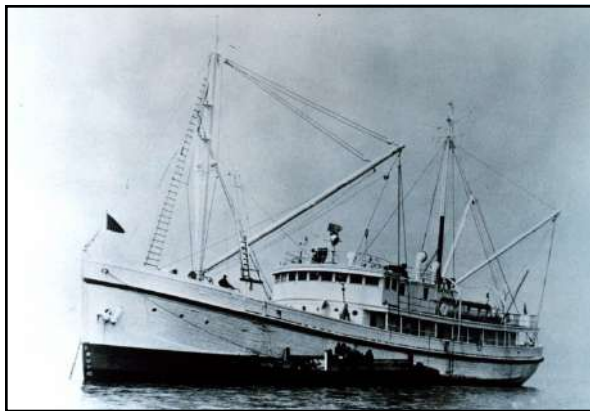




## The Chelan

by Mike Creasy

The Vancouver based cargo/tug **Chelan** sank on April 15, 1954 off Cape Decision, Alaska. Her 14-man crew perished in the freezing waters of Chatham Strait, despite the heroic efforts of the US Coast Guard crew at the Cape Decision light.



There's a family connection; **Chelan's** Chief Officer was a friend of my dad, who was an Engineer for CPR. Danny MacDonald was also my mother's cousin, and it was through this connection that my mum and dad first met. So, even though I never met him, I owe Danny MacDonald.

**Chelan** was a Union Steamships/Frank Waterhouse (Union Steamships' towing subsidiary) boat, built in Bellingham in 1944 for the US Army. Originally named the **FS245**, she was steel-framed, wood planked, 148 ft, powered by a five cylinder Fairbanks Morse diesel. First registered in Canada in 1949 as the **Veta C**, and then chartered to Waterhouse in 1951, when she was renamed **Chelan**.

Her main job was hauling barges loaded with mining concentrates from the Tulsequah Mine on Portland Canal, north of Prince Rupert, and from the Britannia Mine near Squamish with a few side trips to places like Bamfield and Ucluelet. **Chelan** soon picked up a reputation as a tough sea-boat, able to go almost anywhere.

Interestingly, the CPR bought a sister ship -the **Pomare** - as a replacement for the **Princess Maquinna** in 1953. I've heard tales that **Maquinna's** engine room crew didn't welcome the change; seems that listening the Fairbanks Morse thundering away was hard for men used to the click and chuff of a big steam engine!

Then, in early April 1954, **Chelan** departed Vancouver for Skagway with the barge **Bulk Carrier #2** in tow. The romantically named barge deserved a better fate; she was, after all, the former CPR coastal liner **Princess Mary**, now stripped of any superstructure and demoted to hauling bags of dirt.

The old **Mary** had been converted in 1950, and gained some notoriety as a cranky tow. She would sheer off from side to side, causing premature greying in the towboat's wheelhouses. According to Captain Suffield, Marine Superintendent of USS/Waterhouse, she was fitted with larger skegs in 1953, which seemed to have solved the problem.

The northbound journey seems to have been routine. Captain Cecil Roberts, an experienced west coast skipper, took his light tow up the inside passage past Prince Rupert and through Wrangell Narrows on the way to the White Pass dock at Skagway.

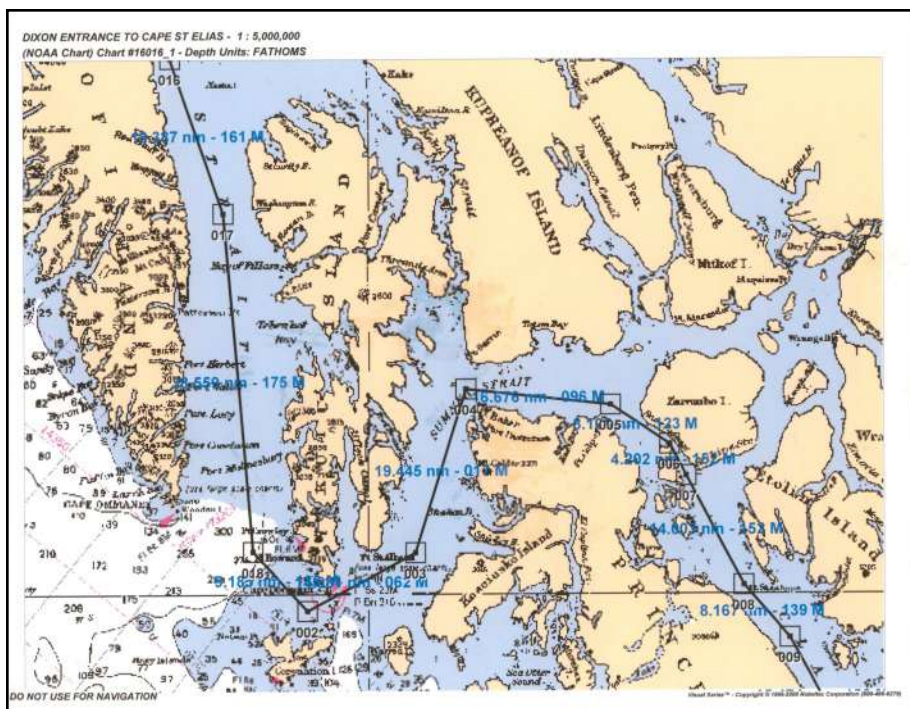
The barge was then loaded with 1,920 short tons of concentrate, and **Chelan** took aboard 449 tons, including 80 tons of sacked concentrates on the foredeck. At the Coroner's Inquest, Capt. Suffield explained that **Chelan** was regarded as a "stiff" ship, with a low metacentric height. Additional weight in the lower holds would increase this stiffness by further lowering the metacentric height, so it was common practice to stow some cargo on the foredeck to alleviate the problem.

By all accounts, **Chelan** was loaded to her marks – not overloaded – when she departed Skagway at 7:16pm on April 13. She then headed south through the Lynn Canal and Chatham Strait towards Cape Decision, a distance of about 215 nautical miles. Her speed for the journey was not great – about 4.5 knots.



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Weather conditions were not good. Southeast winds were rising as **CHELAN** made her way down Lynn Canal and Chatham Strait. At its southern end Chatham Strait is wide open to Pacific Ocean swells, recorded at 5 feet from the southwest. Southeast winds of 35 to 50 mph were raising 6 foot waves on top of the swell. Air temperature was 41° F.



Around 7 pm on April 15, 1954, something went very wrong. At 7:16 **CHELAN** called Cape Decision Light-house to say they were 4 ½ miles northwest – in sight of the lighthouse - and abandoning ship. Within minutes, the lighthouse crew saw her sink by the stern.

Two of the four-man light house crew immediately set out on foot for the area where they had seen the ship go down. They struggled through waist-deep snow and darkness, returning late that night. The same two men set out again at daylight to try again, without success.

The cause of the wreck was never determined. There's a good chance the loaded barge took a sheer once again, pulling **Chelan** backwards as water poured into the accommodations and down to the engine room, flooding the ship. Whatever it was, it was quick.

**Chelan** now sits upright in 200 feet of water. The remains of the **Princess Mary** went aground nearby, about 5 miles from the lighthouse, and not too far from her sisters, **Princess Sophia** (sunk in 1918 in Lynn Canal) and **Princess Kathleen** (sunk in 1952, also in Lynn Canal).

#### Biblio:

*The Good Company – An Affectionate History of the Union Steamships*, Tom Henry, Harbour Publishing, 1994.

*Navigating the Coast*, Sound History, Volume VI, Number 2, BC Archives, Edited by Peter Chapman, 1977.

*Whistle Up the Inlet*, Gerald A. Rushton, J.J. Douglas Ltd, 1974.

*Union Steamships Remembered*, A.M. Twigg, 1997

Official Log Book and List of the Crew, April 15 1953 to October 6 1953.

Report of Investigation convened at Coast Guard Light Station, Cape Decision, Alaska on 21 May 1954 to inquire into the sinking of the Canadian tug, M/V CHELAN, and barge, Bulk Carrier II, resulting in the loss of life, in the vicinity of the Cape Decision Light Station, Alaska, on 15 April 1954.

Inquest on the Body of FRANK HYKAWAY Held at the Vancouver Coroner's Court, April 30<sup>th</sup> 1954

Departmental correspondence April 20, 1954 to August 17, 1954.



## MODELLING THE RCN

By  
Ken Lockley

Over the next few months I will try and show club and non club members models of RCN ships. Any era of ship will qualify. Members who have pictures of their RCN models can forward them to me and we'll do our best to feature them in this column.

Last Month we published some information on HMCS Haida, pennant 215. It's hard not include the late Admiral Harry DeWolfe. As a young man he was the first Commander of the Haida, from Aug.30/43—Dec. 1944. During those 14 months his leadership was outstanding. Next year, 2018, the commissioning of the Arctic Petrol Vessel HMCS Harry De Wolfe will commemorate his achievements for a long career in the Canadian Navy.

Another great shot of Steve's HMCS Haida. I believe this photo was taken at the Nanaimo Boat Club Annual show at Country Club Mall.







# FOSS WATERWAY SEAPORT



On a recent trip to Tacoma, we had the opportunity to visit this excellent Sea craft Museum. There are some very good displays of small boats and nautical artifacts and Models to be seen.

Web site below shows more pictures and directions.

705 Dock Street, Tacoma Wa.  
[Fosswaterwayseaport.org](http://Fosswaterwayseaport.org)



Thanks Susan Teece for the pictures





## NEXT BUILD;

by Ken Lockley

page 1

Random construction pictures of Fairmile "B" through the month of November.



The boat is now off the building board, sanded and made ready for priming at a later date. This picture shows the gunwales on and toe rails in progress. You will notice I am using tooth picks for plugs.

My first choice of wood for these rails is eastern maple. The qualities of strength and bendable makes it a comfortable wood to use.

The picture on the right shows toe rails and foredeck in place. I placed the cabin to show eventually where it will sit.

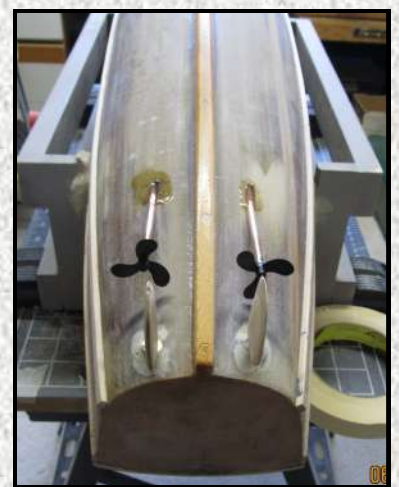
The picture below shows the foam board deck now scribed and fitted.

Center picture is of my scribe tool which is about 45 years old and was originally purchased for cutting laminate. I pencil all the lines needed then carefully scribe the pencil lines.

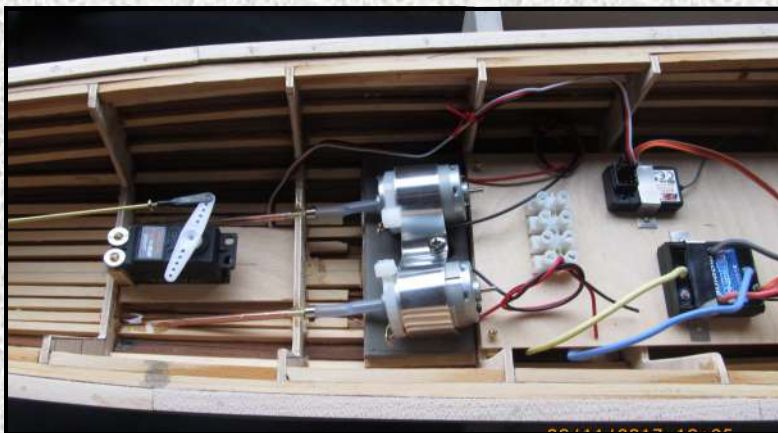


The picture on the right is my shafts and rudders in place.

My rudders is made up of two pieces of 1.5 ml. plywood, shaped over brass rod and epoxied in place.

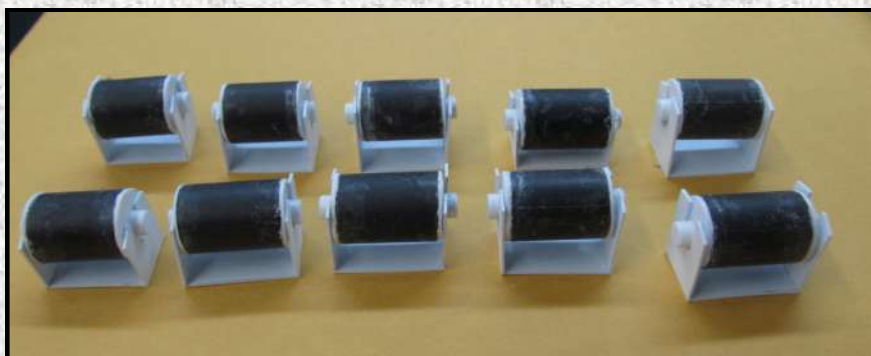






We now have the motors in place and rubber servo directing both rudders. The motors are Johnson 350's which I hope will be big enough. The Fairmile "B" was not a fast boat and hopefully a scale speed of about 15 knots will be possible at "Harrison Pond". My couplers are fuel lines which I intend to up grade at a later date. I'll get a better picture further along in the build.

The picture on the right are of depth charges. Fourteen are needed by the plan. I tried to make them as light as possible using a thin walled Pipe. A simple job using styrene



These six pictures show funnel construction using a balsa core and wrapping with .20 styrene. Four exhaust pipes from the two V 12 gas engines, the fifth pipe is from the galley. The last picture shows one of the three companionway weather covers needed.

Watch for more progress in future issues. Have a great Christmas Season and a Happy New Year Everyone.



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

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