

# The Binnacle

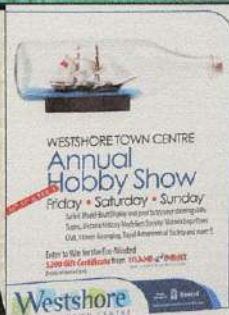
Victoria Model Shipbuilding Society  
Victoria BC Canada  
vmss@shaw.ca  
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB  
Vancouver Island Radio Control Boaters



Peoples' Choice Westshore Town Centre 2009 - Rob Ross





## Victoria Model Shipbuilding Society

General Meeting – January 9, 2009

Call to order: 7:40 pm (26 members attending)

1. Welcome: No new members or guests attending.
2. Outreach: All is well.
3. Club Finances: **Mike Creasy** reported there has been little change since the report at the AGM in November of last year.
4. Upcoming Events: The Westshore Mall Hobby show is slated for January 30<sup>th</sup>, 31<sup>st</sup> & February 1<sup>st</sup>. We need more sailboats so we have a good cross section of boats displayed. Bill Andrews passed around the sign-up sheets for volunteering. Set-up is at 8am, Friday the 30<sup>th</sup>. **Bob Rainsford** modelled the new club vests that members might like to purchase for \$20.
5. Open Forum: **Mike Woodley** mentioned that the pond was ice free and very clean. Since many members put effort into decorating a boat for the Christmas Light Parade, which was cancelled due to weather, perhaps we should have it this coming Sunday. Everyone agreed it was a good idea and it is planned for this Sunday evening at 5pm. **Dave Denton** has 15 calendars left for sale. We will offer them free to people who make a \$10 donation at the upcoming hobby show. **Dave Denton** would also like to see an event for small tugs (12" to 18") to participate in. **Bill Sturrock** said that the photo contest is on again for 2009.
6. Adjourn business portion & break,
7. **Dave Taylor** gave a presentation of the use of Nobeltec GPS Navigation system.

Respectfully Submitted  
**Scott Munford, Secretary**

## 2009 Executive Committee

<b>President:</b> David Taylor	652-6480
<b>Vice-Pres:</b> Ken Ensor	478-6884
<b>Secretary:</b> Scott Munford	382-1673
<b>Treasurer:</b> Mike Creasy	965-6487
<b>Show Coordinator:</b> B. Andrews	479-2761
<b>Binnacle Editor:</b> Bill Sturrock	479-0239
<b>Quartermaster:</b> Bob Rainsford	383-2256
<b>*CRD Liaison:</b> Rob McDonough	598-4619
<b>Parks Liaison:</b> Mike Claxton	479-6367
<b>*Sailing Director:</b> David Cook	388-5954
<b>Librarian:</b> Dave Denton	478-1800
<b>*Publicity:</b> Rob Ross	592-6866
<b>Director at Large:</b> Barry Fox	294-0350

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All above (250) area code



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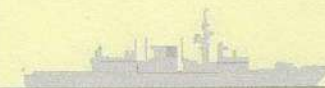
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## ON THE RADAR

INFORMATION ON UPCOMING EVENTS

22 February All Island Sailing Round 1

17,18,19 March MARITIME MUSEUM



**MEETINGS: Second Thursday 7:30-9:30**  
313 Brunswick Place  
Next is March 12, 2009!



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



**SAILING: 1st and 3rd Sundays 1 – 3 PM**  
Beaver Lake  
Next is February 22, 2009!



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



## From the Bridge

### Hi Shipmates

I would like to thank all those that helped with the Hobby show at the Westshore Town Centre. It was a good turn out of boats and the stand looked good with many comments from the general public. I was pleased to see a broad variety of model types as well as models under construction. I did note that out of a possible 44 people in the club 22 member actually attended the stand. I suppose 50% is quite good but I would like to see some of the other members put time in supporting the club at these events. Our next sailing event will be the 1<sup>st</sup> round of the All Island Series that is held at Beaver Lake on Sunday 22<sup>nd</sup> Feb, let Barry know if you intend to race or wish to help with the running of the event.

Thanks

Dave T



**NOTICE!**  
**2009 DUES ARE DUE**  
**\$35.00**  
**CASH, CHEQUE OR**  
**GOLD BULLION**  
**WILL BE ACCEPTED**  
**by**  
**Treasurer**  
**MIKE CREASY**

**Contributions to the Binnacle are welcomed.**  
**Deadline for submissions: Sunday before the**  
**monthly meeting. Editor: [vmss@shaw.ca](mailto:vmss@shaw.ca)**

## 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](mailto:vmss@shaw.ca) subject line: "PhotoContest Entry"
3. Model ships and related topics only, please. Limit of 3 entries per person.
4. **Deadline November 15<sup>th</sup>, 2009.**
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 2010. Questions: email to: [vmss@shaw.ca](mailto:vmss@shaw.ca)

**GOOD BOATING AND SHOOTING!!**



## The Sub Subject

I CAN'T BEGIN TO GUESS HOW FEW AMONG YOU HAVE AWAITED this long-ago-announced book review, but here goes:

### THE SUBMARINE

A History

By Thomas Parrish  
Copyright 2004

VIKING published by the Penguin Group, New York. Hardcover 517 pages, plus chapterized Notes, a Bibliography, Acknowledgments and Index—576 numbered pages in all.

ISBN 0-670-03313-8

US\$44.00 original price. Remaindered first at \$9.99 then down to \$5.00 (Check current price and availability at [Amazon.com](http://Amazon.com))

Over the years, I've been selective—writing reviews only on books I'd liked. And I did like this one—with some reservations. I'll lead with these plus points:

1. Evidences excellent, in-depth research
2. All (extensive) footnoting relegated to the pp. 519-546 "Notes"
3. Meticulously edited and published (barely a typo)
4. Set in eye-pleasing Bembo font
5. Illustrated with a few sketches and two sets of photos (Some of the latter not too relevant or rare)
6. Offers new (to me) insights on various aspects of submarine development, the movers and shakers and, unfortunately, on disasters such as those that befell Thresher and Kursk.

On the downside I see these:

1. The totally ambitious title called for either writing a lot less, or a bunch more, in perhaps three or four volumes
2. Attracted by the title and encomiums [warm praise], a goodly number of readers may have found the tome thin on technical aspects of sub-

marine development, construction and operation

3. Not enough said about fleets other than (in this order) those of the US Navy, Kriegsmarine and Japanese Imperial Navy (JIN)
4. Scant mention of midget subs, except a little about the JIN's (at Pearl Harbor) and the Royal Navy's X-Craft
5. No technical or statistical schedules pertaining to the subs' specification, total tonnage sunk, total boat and lives lost, etc.

That said, I can't agree with some views expressed in three blurbs given on the back of the dust jacket. In the top one, Peter Huchthausen (himself the author of three books on subs) says: "A wonderfully detailed, magnificent maritime adventure told more like a thriller than history." Next, Paul Stillwell (coauthor of the renown Sharks of Steel): "Parrish has produced a readable narrative that combines the political, technological and military aspects of the submarine's story." Finally, retired Admiral William R. Anderson, who had command of Nautilus, the first US nuke, says that Parrish worked his extensive material into "a thoroughly readable and understandable report."

It would be arrogant to dispute the sincerity of those blurbs, but allow me to say that, with numerous interruptions, it took me six months from June 21 till December 21, 2008, to work my way through the text itself and most of its listed appendices. Than, in my view, is not testament to the "...like a thriller..." mentioned by Huchthausen. Oh well.

On the other hand, I stuck with it and read every page attentively. I learn a lot. I learned more about all the somewhat known or suspected machinations that went into the sundry navies' procurement practices, and ugly rivalries. So many wheels within wheels and hands washing hands. Then the reluctant acceptance of clear accomplishments by the navies' brass. Wow. Further, the contribution of subs to 20th Century war (in the Great War especially) was nearly serendipitous. Originally, it was thought that submarines would play a junior role in helping out the fleet's biggies. That view prevailed until—the Germans first—got busy sinking freighter, tankers and troopships. Then...oops, the Lusitania. The Americans, once they got excited

(Continued on page 5)



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about Pearl Harbor, dealt Japan suits of the same cloth. Meanwhile the Royal Navy grossly interfered with the Axis lifelines to Africa.

But all three navies had to adapt their *modus operandi* to their totally different war theatres. Dönitz's U-Boats could do their jobs relatively close to home from France while the US fleet boats had to journey a week or more (less as the war progressed) to find their targets. Japan's convoy business was limited, because it had to source raw materials, oil, food, *et cetera*, from widely spread locations, while the Germans had an easier time tracing, tracking and sinking or damaging the USA to UK sea routes. Against that, however, the Allies put up Radar, Sonar and patrol aircraft. In other words, all four belligerents were certain to sink/damage one another. For the U.S. it looks as if Hiroshima and Nagasaki may well have ended the war, but that it was largely won by their submarines.

Parrish and others before him give lots of play to the originally dismal performance of both the German and American torps—fully confirming but in greater detail, what I've read and learned about their deficiencies. Not readily understandable because both nations' war industries had built, developed and tested their products for more than two decades before the start of hostilities—before push came to shove.

Among those with an interest in subs, it is widely known that sub crews' *esprit de corps* runs as deep as their boats. What I did not realize is how much failure or success depended on the skills and temperament of commanders and second officers. The same crews and boats under fresh command would suddenly use up all their torps and bag five or even seven enemy vessels in a single patrol—this after coming home earlier low on food but with all their torpedoes, no victories and no brooms tied to their periscopes. (The latter an equivalent of Jolly Rogers and similar symbols of pride in hits on the adversary).

Much as I may have criticized the book, Thomas Parrish has pulled off a *tour de force*. If it took me six months to read, it must have taken years to put on paper. Just the dozens upon dozens face-to-face interviews with crews (from Commanders down to cooks and other ratings) and sub-

sequent correspondence and confirmations from more than single sources could have used up more time than to crank out a less ambitious, less reliable manuscript. All one and three-quarter inches in width have gained tenure on my bookshelves.

Deep thanks to Messrs. **Andrews and Creasy** for having kept me in mind during a garage sale foray. I'd put this work in the VMSS library, but the take-out rates of other donated books stands an zilch. Feel free to ask for mine, but keep it in as pristine a condition as it remains to date.

For March, I propose a rerun of the interview with **Jack Plummer**—first published in the January 2004 **Binnacle**. A lot of wine went into that one.

PS: Among the hordes of names mentioned in THE SUBMARINE, not one stands out as much as that of Lothar von Arnauld de la Perière—a WWI U-Boat commander who cleaned up in the Mediterranean. Fearsome, yet romantic.



Romanus Unicum



#### SOME URL'S OF GENERAL INTEREST:

Mike Claxton:

<http://www.action-electronics.co.uk/wd.php>

Mike Woodley:

<http://www.stlouisadmirals.com/2002-2-regatta.html>

Editor:

[http://www.tugboats.de/foto\\_modeltugboats.html](http://www.tugboats.de/foto_modeltugboats.html)

Editor:

<http://www.motionco.co.uk/>

[Editor's note: this is a new feature at no extra cost; please send in your recent surfing finds.]



## Shelley Foss

As I looked around at my fleet of boats, I realized that I was missing one important piece, a good sturdy tug. I have everything from a sailboat to a submarine and even a boat that flies, but nothing that can tow a barge or push a log around.

So I decided to see what was out there for kits. Since every boat prior to this was either a GRP or fibreglass hull, I wanted to try an all-wood kit. I spent countless hours visiting what seemed like every model site on the Internet. I looked at a lot of member's boats and asked many questions. **Dave Denton** finally said to me one day, and I'm paraphrasing here, "Just pick one and build it". So I did, the 36" *Shelley Foss*. Several factors went into my choice. I don't believe any member has one, at least that I've seen. The closet cousin would be our own editor's *Point Fermin*, which started out as Shelley Foss kit. For my first frame build, I wanted a simple kit, as frame kits go. Price was also a factor. If I totally messed it up, I didn't want to ruin a \$400-500 model. The only place to find the Shelley Foss kit is right from Dumas itself. They are listed under their "Discontinued Boats" and are very reasonably priced.

Three weeks before Christmas it arrived. Since my wife was not aware of my purchase, it remained hidden for the time being. I knew Santa was bringing her a boat to build so she couldn't get mad if he brought

me one too right? When I opened my gift on Christmas Day, the first thing I noticed was there was no fancy box for the kit. They just put the pieces in a shipping box and mailed it. I didn't start the actual build until after the New Year. The first thing I noticed was the quality of wood for the project. After seeing my Bluenose II kit and my wife's Midwest Lobster Boat, its obvious Dumas spared the expense of on the wood. Never the less, once its fibre glassed and painted, it all looks the same.

At present, I am finished the ribs, keel and side supports. I am going to put it on a board when I added the hull pieces so it won't bend the keel, Thanks **Mike Claxton** for that tip. I have large plans for this boat. Since it will take about 15lbs of ballast to get down to the waterline, might as well use batteries to add some bells & whistles. I see a sound board, smoke generator and fire monitor in her future. Maybe even a working searchlight, working radar and running lights. I am

still undecided about the power plant. I waver between two pittman motors, two Graupner 900's or use the torpedo motor I got from **Dave Denton** and rig up some gearing to run both props. Depending on what I choose, a bowthruster might be an added feature as well.

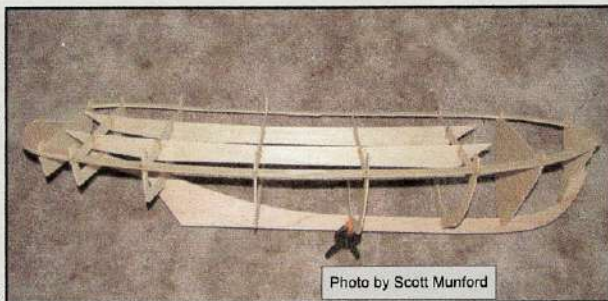


Photo by Scott Munford

I don't expect to finish this anytime soon so I'll probably change my mind many times over. My goal is for this, as yet un-named ship, to make her debut at next year's Hobby Show. Stay tuned for further updates.

**Scott Munford**

### Editor:

A small group of Langford Lake's finest met at my place for an impromptu demonstration by Dick Gill on molding castings with the use of Cuttlefish bone.. I remember Dick gave us the same instruction at a club meeting, however, I had forgotten most of it so it was nice to get close up and personal.

Dick put on an excellent demo as usual, punctuated by old salty tales washed down with coffee and cake. Regards, Ernie.



Photo by Ernie Reid

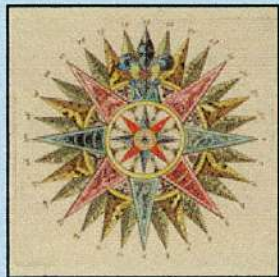


**Nautical Trivia**

by Dave Taylor

**Box-Haul**

To wear a square-rigged ship in rough weather when the forces of the waves make it impractical for her to tack. This is turning the ship away from the wind to pass the wind direction across the stern and at the same time using the sails to turn her.

**Box the Compass**

To know and be able to recite the points and quarter points of the magnetic compass from North through South to North again both clockwise & anti-clockwise. Now nearly a lost art.

**Bumpkin or Bumkin**

originally a short boom projecting on either side of the bow of a sailing ship which was used to extend the clew of the foresail to windward. Also used on some modern yachts to describe a short spar extending from the stemhead in place of a bowsprit.

**Buttock**

The breadth of a ship where the hull rounds down to

the stern. A ship is said to have a broad or a narrow buttock according to the convexity of her hull below the counter.

**Cash on the Nail**

Immediate payment. From the English sea port of Bristol where in 1552 four brass pillars, or 'nails' were placed in front of the Council House for the convenience of merchants exchanging money. Business was discussed and money laid down and counted on the nail. The same brass nails can still be seen today outside the exchange in Bristol, other nails exist in the Corn Exchange in Liverpool.

**Chew the Fat**

In the days when brine was added to the barrels of meat for preservation it had a hardening effect on the fat. I was still edible but it took considerable chewing, so to chew the fat has come to mean to talk endlessly.

**Chock-a-Block**

From the position of two pulley blocks that have been hoisted to a point where they touch and no more purchase can be gained. Thus full to capacity. The expression 'to be choked' or 'chokker' also comes from this.

**Whatsnew**

I think we all agree that someone else's projects are interesting, I am starting this monthly article with some of the stuff I am doing. The hope is to generate some interest in getting your own projects a kick start.

Due some wheeling and dealing I ended up with two electric outboard motors, very nice, they have not been run, so I got to work. The first thing I did was to bolt them to the transom of a 40 inch planing hull, tied a string to the midship point, rowed out to the swimming wharf at Langford Lk. **Mark Giles** had the boat on shore, started the motors and set the boat loose. Well, this thing worked real well on the end of the tether and things were going along real well, pulled the line in so it would miss the wharf, and letting it out again, runs straight until the line tightens up. This is working well, so I got a little tricky, letting line out and pulling it in, good fun. Oops the line got tangled in the oarlock of the row boat, the model is going

around in ever diminishing circles (like the Kiki bird). The boat made a hard docking on the swimming wharf, I leapt down and grabbed it just as the bow was trying to climb over the edge and the stern was sinking. Well that got my blood rushing. I felt this was going to be a good thing. Build it smaller, lighter, and use one motor, as these things are a little heavy, so at the coffee shop I was looking through a copy of Boat and Ship modeler magazine and presto there was my answer.

Please don't think that this is the pinnacle of my boat building ability I built the boat from styrene as it is far cheaper and easier to use than 1/32 plywood. With the weight of the motor I felt it needed to be 2" longer. My tests in the bathtub proved me correct. As the water rose the skeg was on the bottom, the water got deeper, the nose came up twice as fast as the stern (skeg is still on the bottom) as the water was going to come over the stern I de-

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## Old Wood & Rusty Iron

### FROZEN VISIONS

by MIKE CREASY



The name **ST. ROCH** is well known in Canada; the tough little RCMP patrol boat made the first complete west-to-east journey through Canada's Northwest Passage. Still on display at the Vancouver Maritime Museum, **ST. ROCH** wasn't the first Canadian ship to patrol the north, and she certainly wasn't the last. Following the lead of early explorers such as Robert Bylot, William Baffin, John Ross, John Franklin and others, the Geological Survey of Canada chartered the **SS DIANA** in 1897 to explore the eastern arctic, updating charts and collecting scientific data. In the following years, a number of different vessels were put into service for re-supply and survey work in the eastern Arctic region, which includes Labrador, Hudson's Bay and the Davis Strait.

The western arctic – from the Alaska Boundary to Viscount Melville Sound – is a much tougher area, with thick multi-year ice flowing down through the Beaufort Sea to form solid, year-round barricades to marine navigation. In 1913, the small steam auxiliary **CGS KARLUK** (an ex-whaler), with Viljamur Steffanson as expedition commander, set off from Esquimalt on a multi-year expedition to explore the western region. They never made it past Point Barrow Alaska, and the entire crew would have perished without the leadership of the **KARLUK's** Captain, a Newfoundlander named Bob Bartlett. The awesome saga of their survival and the questionable leadership of Stef-

fanson is a story for another day.



The RCMP and that other Canadian icon – Hudson's Bay Company – provided a modest Canadian presence in Arctic waters for many years, particularly during the 1920s and '30s, using a variety of vessels for summer patrols and re-supply missions. The **ST. ROCH** was "on guard for thee" during World War 2, armed with a few repeating rifles and a lot of snowballs. Other nations began to show increasing interest in the north during the late 1940's, particularly Russia and the United States. Ottawa's vision remained a bit frigid, but in 1948 the RCN sent three ships (the carrier **MAGNIFICENT** and destroyers **NOOTKA** and **HAIDA**) to visit the Hudson's Bay port of Churchill. Apparently, they sent back a message to the effect that "the waters fine; come on in", because in 1949, an order was placed for the first-ever icebreaker for the Royal Canadian Navy.

**HMCS LABRADOR** was launched in 1951 and commissioned in 1954. A modified American Coast Guard design, she was 369 feet in length, 6,490 tons displacement and powered by six 2,000 hp diesels driving two electric motors. The ship undertook several operations in the Canadian Arctic beginning with a 1954 journey from Halifax to Esquimalt. **LABRADOR** arrived in Esquimalt on September 27, and then sailed for an important rendezvous off Vancouver on October 12. On that day, the **ST. ROCH** came alongside, and a formal ceremony transferred ownership to the City of Vancouver. **LABRADOR** continued south to pass through the Panama Canal and return to Halifax, becoming only the second surface ship to circumnavigate North America (**ST. ROCH** did it in 1950).

**LABRADOR** remained in RCN service until 1958, and she played a major role in the development of the DEW-Line radar stations. She was then transferred to the Department of Transport and then to the new Canadian Coast Guard when it was formed in 1962. She began icebreaking duties in the Gulf of St Lawrence, and carried out

*Continued on page 5*



many re-supply missions in the eastern Arctic until she was scrapped in 1987. After the transfer of **LABRADOR**, the navy's attentions turned elsewhere: economic and sovereignty threats to Canada's vast north were put in Ottawa's ice-box, while the RCN continued to build thin-hulled vessels more suited to warmer oceans. Aside from a few summertime naval missions to Hudson's Bay, Canada's Coast Guard has been our only representative in northern waters, despite such things as the 1969 voyage of the supertanker **MANHATTAN** and the 1985 voyage of the **USCG POLAR SEA** through the Northwest Passage, plus repeated (and poorly documented) incursions by Russian, Chinese and American submarines and heavyweight icebreakers (of which Canada has none). The Russians, for example, have built ten 75,000 hp nuclear powered icebreakers while the Americans currently operate two 60,000 hp gas turbine powered ships. These ships are able to operate nearly year-round in most ice conditions. By comparison, the largest CCG ship is the 27,000 hp **LOUIS ST LAURENT**, built in 1969.

In 1985, the Canadian Coast Guard announced it would build a new 100,000 horsepower Polar-8 icebreaker, able to provide an effective Canadian presence in the north. In true Canadian fashion, the project carried on through five years of political bickering before it was cancelled in 1990. CCG refitted one of its smaller vessels and carried on, but other countries were less timid and today Canada is faced with numerous claims from other countries in a region defended by Inuit Rangers, mounted on snowmobiles and armed with hunting rifles.



In 2007 (right here in Victoria) Prime Minister Harper announced that the RCN would build eight new light icebreaker/offshore patrol ships, based on the Norwegian Svalbard class (6,500 tons) and supported by a new Arctic operating base at Nanisivik, on the northern end of Baffin Island. The hamlet's small airport will no doubt

have to be expanded so that crews can fly home for the ten months of the year when these vessels will be frozen in.

As for the Coast Guard, the government recently announced that a new icebreaker would be built to replace the aging **LOUIS ST LAURENT**, but design parameters are still sketchy. Not to worry though, there's lots of time to modify the decision – the announced "in service" date is not until 2017. In the meantime, maybe we could train polar bears to listen for nuclear submarines under the ice?

-30-

Bibliography  
RCN in Retrospect 1910-1968, James A. Boutilier et al, University of British Columbia, 1982  
RCN website & news clippings  
Canadian American Strategic Review  
Wikipedia

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cided to put the battery way up forward, this brought the boat to trim. There's water in the tub, battery is in the boat, what-the-hell, the Lord hates a coward, I plugged the thing in and it took off, hit the end of the tub rocketed back and I caught it, dried myself off, mopped up the floor, and proceeded downstairs with a smile on my face.

Launch day, the boat went like gangbusters, but there was a cavitation problem, as we know cavitation occurs when there is air being sucked down to interfere with the prop. Guess where the water pickup is (right on top of the prop) The result was a fried motor, so what only \$20 and as **Mark** says "it's an opportunity to upgrade." I pulled out the 550 and put in a 600 it took about 10 minutes. Cooling: I enlarged the cavitation plate and moved the pickup tube back. It works like a hot damn. To prove to myself the pickup was really working I pulled the tube off the motor and left it sticking up in the air, when the boat took off there was a stream of cooling water about 6 inches in the air.

Happy days, the boat works well, is not as fast as a hydroplane but very maneuverable I am happy with this project.

#### Cavitation

As we all know the cavitation has to be a little below the bottom, and this stops air from coming down from the surface and messing up the prop, so how does this relate to a hydroplane when only the lower blade is in the water? Is it forward motion that does not give the air a chance to foul the prop?

Until next time...Keep that zap a gap off your fingers.

Dave Denton





### Anybody Got An Icebreaker??

Beaver Lake just doesn't want to clear right off. We had one sail, I think, with no ice in sight but there has been a little skim of ice forming that just doesn't seem to want to go away.

A couple of weeks ago it was closer to shore so I dumped my little tug, yes the planning one, and charged out to evaluate it. Pretty crunchy. I made it through but the poor little thing was rocking and bumping around quite a bit. So we moved north a bit on the lake and sailed on.

But we need another few degrees up on the night time lows to make sure it stays away.

So what's coming up?

By the time some of you are reading this we will be at the February meeting during which I am to give a presentation on what you need to consider to go sailing. No hints on what that will be presented (I haven't put my presentation together while I'm writing this) but hopefully a half hour or so of information that might help some of you who are thinking of joining the sailing crew.

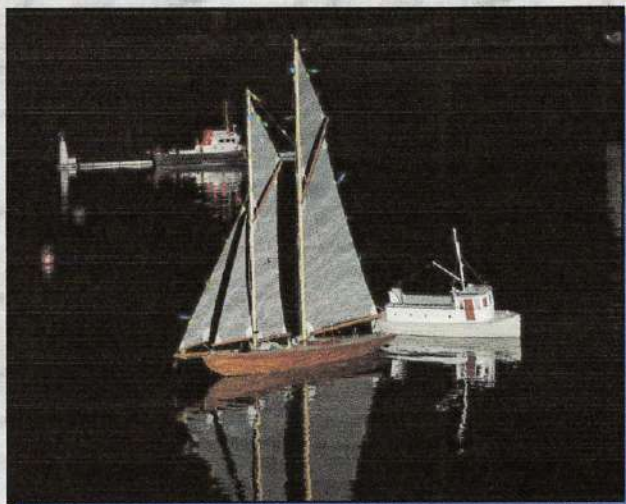
In just about 10 days we will host the kick-off regatta for the

3<sup>rd</sup> annual All Island Spring Series. My guess is that it will be an all IOM series this year but we will hopefully see a good entry for the first event and for the whole series. Sailing will start at about 10:30 AM on February 22 and we should go until about 4:00 PM. This should produce at least a dozen races so the action will be quite steady all day long. If you aren't sailing then maybe come and watch for awhile, you should see some great competition.

And from there the Series will go once a month at different venues through May. This year we are going to Saltspring Island and sail on one of the nicest sailing ponds you will find, to Nanaimo and sail at Long Lake with our MVIMM cohorts and then to Lake Cowichan for the finale. If you are interested in tagging along on any of these adventures, let me know and I'm sure we can find you a seat. This year's series is all on fresh water so there is no excuse for the "no salt water" crews to not join in.

Short on length this month but your new Sailing Director is back from his trip "down-under" and should have a good column for you next month.

See you at the meetings and on the water  
-Barry



Lighted boat parade at Harrison Model Yacht Pond January 2009