



The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss.ca



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

LStatue

LANGFORD NAVY visitors...
more inside...see page 8!





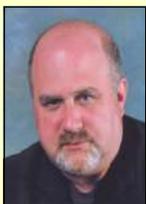
Victoria Model Shipbuilding Society

General Meeting – June 10, 2010

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

1. Welcome: No new members or guests present at start of meeting.
2. Outreach: **Romain** is home from the hospital. Former members **Nels Coombs & Bill Barker** are now in extended care homes. Nels is at Saanich Peninsula Hospital while Bill is back in Ottawa.
3. Club Finances: **Mike Creasy** reported that so far we have had income of \$5326 with \$5010 in expenses. We did take in \$310 in donations from the steam & boiler parts donated by **Brian Goodacre**.
4. Upcoming Events: Our Naval Salute takes place on Sunday, June 13th at HMYP. **Mark Giles yikesjuis** looking for some volunteers to help out. The event will run from 10am to 4pm, with an 8:30am set-up time. On June 20th, the Panorama Recreation Centre is holding a sailing event on Father's Day. The Strawberry Festival is on July 11th at Beaver Lake. August 14th is the Navy's Formation Fun Day at CFB Esquimalt.
5. Open Forum: **Barry Fox** announced that at the next meeting, we will be having a Garage Sale as well a live auction of a tug built & donated to the club by member **Adrian Harrison**. **Bob Rainsford** encouraged all members who will be at the Naval Salute to wear the VMSS vests.
6. Show & Tell: **Ron Armstrong** showed his tin hull of his warship. **Dave Taylor** had some more 12v batteries looking for a good home. **Barry Fox** had two hulls to give away.
7. Adjourn business portion & break
8. Two gentlemen from the Toronto area, **Jonathan Evans & Darren Scannell**, were in town for the salute. They make and sell various hulls & pieces of Canadian Navy models. They had some of their items with them and they handed out business cards to various members. Mike Creasy was the winner of the raffle prize, a skill saw. **George Hickson** won the 50/50 draw. The bidding was closed on the tall ship Ballentine, donated by Len Gibbs. **Robert Smith** was the high bidder at \$500. **David Nelson** demonstrated the proper rules of the road for ships to help avoid collisions at the Salute.

Respectfully Submitted
Scott Munford, Secretary



2010 Executive Committee

| | |
|---------------------------------------|-----------------|
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| Secretary: Scott Munford | 382-1673 |
| Treasurer: Mike Creasy | 888-4860 |
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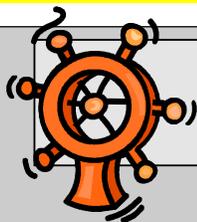
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The Prez Says...

Prez Says

Halfway through the year and it has been pretty busy for all of us.

Following on the heels of a pretty active Battle of the Atlantic event we had an outstanding day at the pond to celebrate the Navy's 100th anniversary. Lots of ships, lots of sailors, and a tremendous showing of spectators. The coverage we received prior to the event, coupled with a great show, and the follow up coverage has been terrific. **Mark Giles** and his trusty committee have done a wonderful job of pulling it all together and deserve an ovation for their effort. Next time you see any of them, stop for a second and tell them how much you appreciated their efforts.

More of our standard things are going to happen now with the Strawberry Festival right away and other days out coming up.

We have been very fortunate this year to receive a large number of donations of ships, parts and tools that we have used to auction off, and raffle off to provide some substantial income for the club. One of the questions that has come up concerns what we are going to do with the increase in funding? There has been some talk about an additional boat bench at HMYP and also for improvements to (or replacement of) the rescue boat at Beaver Lake. Those are only a couple of ideas and we would like to see what other ideas you, the members, have. Don't get too carried away, as we are not going to spend out the Club's bank account, but clearly we should consider doing a few things to improve our "boating experience". Let someone on the Executive know what your ideas are. Hard to believe but in about 4 months we will be having elections for the Executive Officers. Here is your chance to step up and contribute to the club. If you would like to join in let me know so that we can plug your name into the ballot.

At this month's meeting we are having a Garage Sale. This is not a version of our Swap and Shop nights but is a way for us to get some garage space back for the members (mostly **Bill Andrews**) who are housing all of the donated material. Tables will be set up at the meeting and the items we have will be out on the tables. They have been sorted into categories by price and you will have the opportunity to pick up lots of different material, tools, and other equipment for very reasonable prices. So bring your loonies and twonies



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

July 11th, Strawberry Festival, Beaver Lake
August 7th Air Museum, setup at 8:30
August 14th, Formation Fun Day, Naden



Meetings: Second Thursday 7:30-9:30
4050 Carey Road
Next is: August 12, 2010



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



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



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



FYI: SOUTH OF THE BORDER-

See page 9...

(and maybe some paper cash) and restock your own supplies.

Additionally, at this month's meeting we will be auctioning off a beautiful 40 inch tug that was scratch built by member Adrian Harrison and donated to us. It is in need of completion in that it needs one rudder and all the electronics (and a bunch of ballast!!!) but it is a very nice start on a terrific project

That's all for now. See you on the water.

Barry



THE SUB SUBJECT

The torpedo concept goes back several centuries. But like half of the world now wrongly thinks of Henry Ford as the automobile's inventor, it is Scottish engineer Robert Whitehead who is hailed as the torp's inventor. Back in 1863 or 1866, he responded successfully to a call for proposals for a locomotive weapon by the Austrian government. And to this day, his design still prevails in the shape and operation of modern, "standard" torpedos.

Following the mundane trial, test, tune and tweak thing, Whitehead's brainchild, in its time, was an awe-inspiring success. It carried an 18 Lbs. warhead, tooled up to enemy shipping at some six M.P.H., and did so paddled on by a compressed-air tow banger. Thirty years passed and good old Bob added a gyroscope, raised the "payload", and generally had a ball.

By the looks of things, Whitehead may have been either a tad naive, or had hired a low-rent patent attorney 'cause every power with blow-em-out-da-water notions coped his principal idea. Yes, in 1908 the U.S.A. adopted the Bliss-Leavitt turbine engine, driven by pre-heated hot air (free for the asking from brass hats) and, during the Great War, Der Kaiser's boys went electric. That eliminated bubbly, phosphorescent wakes that the more observant observes on intended target reported to their helmsmen. Still, the electricians saw some 1,381 allied ships to Davy Jones's during that four-year set-to...5,000 if some reports are correct.

But back to Whitehead's design: a shiny, cut-away likeness is on display at the Naval Undersea Museum in Keyport, WA. It looks like a major Swiss watch, executed in brass and stainless steel. Prudence with footwear is urged upon visitor. Now and again spectators' droolings make for hazardous footing.

Currently, a.d.2010, it's a tough call to tell which navy has the most advanced, most reliable and longest range torps handy. It does seem safe, though to focus on (1) the mark 48s that Hughes punches out for the U.S. Navy, and (2) the R.N.'s successor to its Mk 24 Tigerfish, i.e. its (also) electrically-driven Spearfish.

The U.S. navy's Mk 48's first model is 1971 vintage. From there, it was upgraded 'till Mod 4 was hit in 1985. Then: a quantum leap. In 1993 The ADCAP (ADvanced CAPability) or, to its handlers, "Wish Me Dead" came out.

Thanks to a wild pumpjet, ADCAPs go for broke at 60+ knots, carry a 650

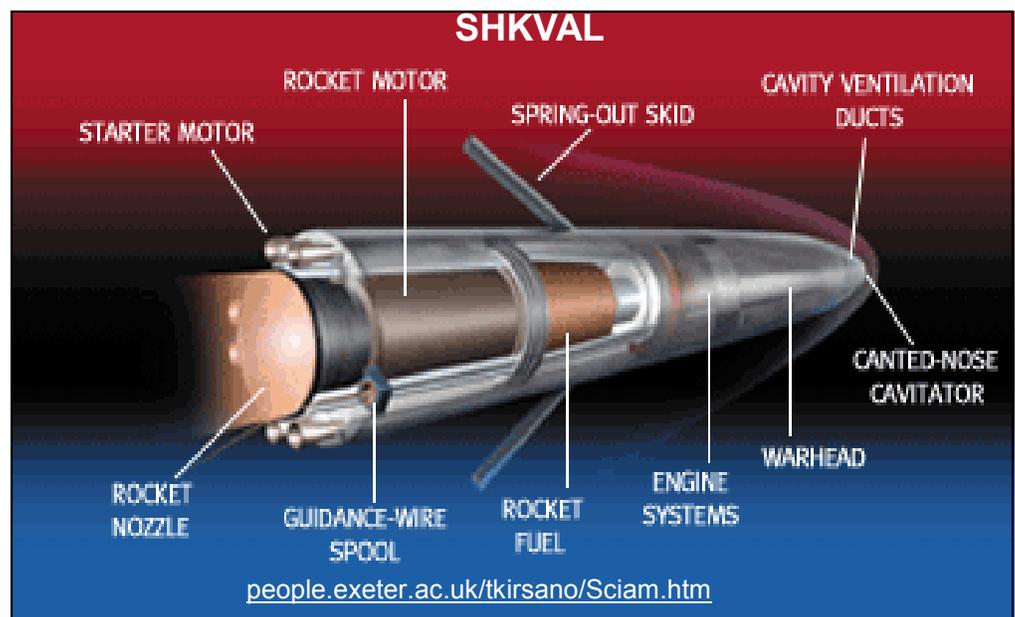
-lb warhead, are wire guided, and stuffed with electronic brains, a 180° forward-looking sonar and more expendable jewelry that long sticks can be shaken at. Upon launch, all basic instructions have been dialed in but course, depth and primary target can all be altered via 20 miles of [copper] wire (10 in a spool at the 48's stern; 10 more in the launching tube).

One aspect of torpedo attack that has changed drastically is that impact followed by explosion has given way to getting a torp under a vessel's keel and then let go. Such let-goes, all else kept equal, result in snapping the target in two, from where it sinks in either "V" or "Caret" configuration—in "V" bow and stern fold up: in "Caret" they fold down. And neither one's a pretty sight.

The R.N.'s Spearfish can hold its own against ADCAPs. Its speed is near to identical, its warhead (at 660 lbs) beats it by 10 lbs and does all the other tricks. Meanwhile, though, it won't travel more that 13 miles from home.

Note the long-term commitments navies make to specific torpedo models. Any change in dimensions, electronics, launching methods *et cetera* have deep infrastructure, maintenance and personnel training ramifications—ashore as much as at sea. Just as the R.C.N. how money and time flow to modify the el cheap Upholders from British to American hard— and software. And never mind all the Nanoose Bay testing that's sure to follow. But, hey, what's another five years and \$50 more mil? Let's all hope nothing gets dented, and that no Freon will leak. Meanwhile, what are the Russians (?) up to?

They're up to something called the "Shkval" (Squall), which is best described as an underwater rocket.



(Continued on page 5)



(Continued from page 4)

What sets Shkval apart from all other torps is its unprecedented underwater speed of ~225 m.p.h. the VA-111 version tilts the scales at about 5,950 lbs., and has a range on the order of 4.25 miles. (That's done in 1 minute and 8 seconds). It is rocket-engine powered and burns a metallurgical (powdered aluminum-based) fuel.

Much as secrecy surrounds the weapon, it has been on the "weaponry fairs" circuit, and found buyers in Iran, France, China and most likely elsewhere. The U.S. tried to buy a copy (through Canada yet) at a reported \$10 mil.

The science that helps Shkval beat its hasty path is long-known, but difficult to master, "supercavitation". It involves blowing a hole in the water ahead of the missile, which is done by diverting some of the jet's power through slots near the shield-blunted bow. That way, Shkval carries on in a gas bubble that lowers viscous drag to about 1/1000th of that of a water-immersed, moving object.

Supercavitation has been a research and development topic in a number of seafaring, developed nations for years and years. So far, however, range limitations and control difficulties remain as key obstacles. Also, the fuel (s) to be used are none too stable, and may have turned off the lights on Kursk.

Currently, since first publication in the March 2003 Binnacle, no drastic design or other changes in the weaponry have come to [my] attention. Still, it's a safe bet that

neither the Royal Navy nor the U.S. Navy miss any opportunity to make progressive improvements. Especially the Russians. They're sure to be beavering away at endowing their Shkval. As mentioned in 2003, it needed much work on three fronts: range, directional control and development of a safer fuel than the first used powdered aluminum.

Next month, health and such permitting, I'd like to devote the column to what (now) Russia is up to (after a 17-year hiatus) renewing the submarine fleet. 'Till then:

Romanus Unicum



Navy100 Salute

"**Mark Giles** and his trusty committee have done a wonderful job of pulling it all together and deserve an ovation for their effort. Next time you see any of them, stop for a second and tell them how much you appreciated their efforts."

Pictures:

<http://www.pbase.com/wiley1/hympnavy100>

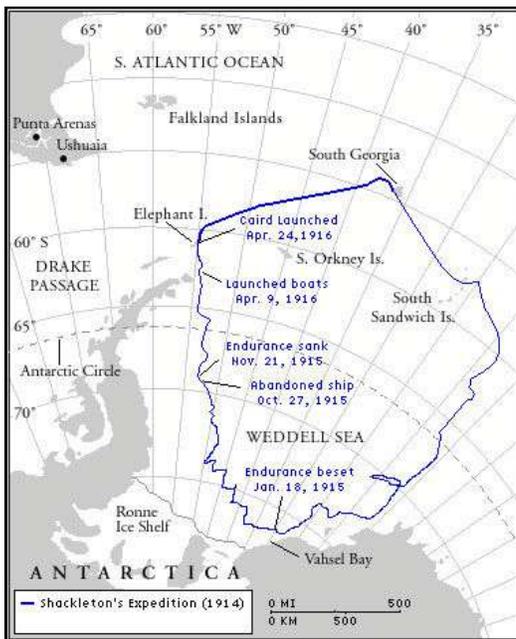


Old Wood & Rusty Iron

Baby It's Cold Outside!

by Mike Creasy

Victoria was a little cool this past winter – ice on the yacht pond is most uncivilized. We had no snow (something to do with the Olympics) but there's still plenty of pictures and stories from recent years past when we had snow on the ground for days at a time!! Horrors!!! But our winter stories can't compare with many of the polar expeditions of the late 1800s and early 1900s.



There were plenty of them – Amundsen, Scott, Franklin, Peary and Steffansson, just to name a few, and they all shared a fascinating drive to explore places where sunshine often means that it's going to be *really* cold. Ernest Shackleton's 1914 expedition to the South Pole is one of the most fascinating because, although they never even landed on the Antarctic continent, they spent over a year in the most inhospitable regions in the world, on a journey where crossing hundreds of miles of sea ice - on foot and dragging heavy wooden boats - was the easy part.

Shackleton's exploits were largely ignored by the world's press because at the time of his voyage, the war in Europe was the only story of the time. Plus, Shackleton was an Irishman and he didn't get on well with the old boys of the Royal Geographical Society. Fortunately, he had a pioneering photogra-

pher with him, an Australian by the name of Frank Hurley, who used some of the latest photo techniques to record the journey and, being an Aussie, he was tough enough to bring his photos home.



Shackleton was no stranger to the southern continent; he had been with Robert Falcon Scott's expedition aboard the steam bark **DISCOVERY** in 1901/02, when Scott got to 82°S (about 400 miles short) before turning around. In 1908/09, Shackleton led the British Antarctic Expedition aboard the sealing schooner **NIMROD** for another go at the pole. This time, he got within 90 miles before being defeated by temperatures of 40 below, howling gales and dwindling supplies. But his 1914 expedition was to make his previous journeys – and, in fact, most polar explorations of any time – look like trips to the market.

The British Imperial Trans-Antarctic Expedition (can you hear the brass bands?) began in August 1914, just as war was declared. The square rigger **ENDURANCE** was to carry Shackleton and his men to a landing site in the Weddell Sea, from where they would set out to cross the Antarctic continent. A smaller support vessel, the **AURORA**, would position supplies for the journey from McMurdo Sound, on the other side of the Antarctic continent. Shackleton and the **ENDURANCE** travelled first to the Norwegian whaling station at South Georgia Islands, latitude 54°S. From there, he set out for the Antarctic on December 5, 1914. By January 18 the **ENDURANCE** was at 76°S, only 100 miles from the landing site... but that was as close as they would get. By February, the ship was frozen in; temperatures seldom rose above minus 20, and the sun was disappearing for the winter.

(Continued on page 7)



By October 1915, the **ENDURANCE** had been carried north with the ice, but it was clear the ship was doomed. They were nearly 350 miles from the nearest land - separated by broken ice and huge pressure ridges. Still, the 28 men loaded up three heavy wooden boats with tons of supplies and set off across the ice, eventually landing at a remote little island near the northern tip of Antarctica, about 580 miles southeast of Cape Horn. They had no radio, there were no ships likely to pass nearby, and Elephant Island had very little to offer in the way of food and water. They had to do something!

Shackleton and five men set off in their 22 foot boat for South Georgia on April 24, 1916. It was about 800 miles distant across an open, hostile ocean, and they had a clock and sextant. Pumping hard to stay afloat in mountainous seas, they also had to chip ice regularly - both from the top of the boat and from their two sodden sleeping bags. Two weeks later, on May 10, they finally landed on South Georgia, and then the fun began.....

The whaling station was at Stromness Bay, 22 miles in a straight line but on the opposite side of the island and separated by a ridge of mountains rising to over 5000 feet. The weather (and the condition of the boat) meant that they couldn't sail around, so Shackleton and two others set out to climb the mountains. They had no climbing or camping gear, and no map of the area. All they knew was that the whaling station was on the other side of the island and if they didn't make it, every one of the crew would die.

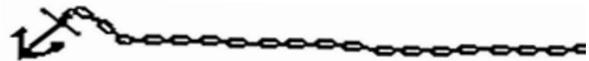


At 3pm on the afternoon of May 20, 1916, they reached the whaling station. The three men on the other side of the island were rescued the next day. The remaining 21 men on Elephant Island were finally rescued on August 30 by the Chilean Navy steamer **YELCHO**. Not a single man was lost.

Sir Ernest Shackleton's scientific accomplishments may not measure up to some of the other great explorers, but there is no question that he was a leader. His achievement record was cut short when he died at age 47, while on yet another Antarctic expedition in 1921. He is buried at South Georgia.

Bibliography

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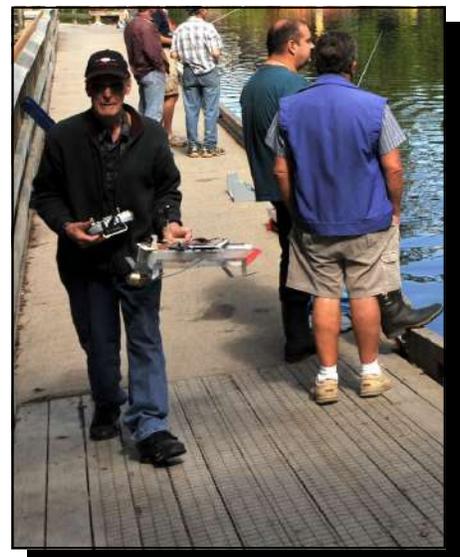


McKenzie McD. helps her Dad with hot dogs at the Navy100 Salute.



Kitchen Rudder

Hydrofoil landing craft with hybrid rudder and clamshell thrust reverser built by Arnold McCutcheon. Arnold will supply a write-up for next month's issue. Stay tuned.





DAVE'S CORNER

Getting deep in the throws of summer, new stuff happening, here we go .

The pond at Eagle Ridge, is choked with some kind of weed, making the pond unusable .

Councilor Seaton, Mike Lesque, and myself have been racking our brains as to what to do about this stuff. The suggestions that have been thrown out, Carp and Koi, are herbivores but we don't want them escaping into Langford Lake . Poisons have been rejected for similar reasons .

One ecologist suggested find out if it is an invasive species and get the Provincial Gov't to deal with it. If this thing can be conquered we could have a first class pond for boats under four feet .

Jim Briante has a neat idea for playtime. Equip our boats with these little laser lights, and have several target floats for you to shoot at, something like laser tag. Sounds like it could be fun, but it lacks the satisfying sound of a

pellet crashing into another fella's hull.

I have been sorting and cataloging **Len Gibbs** donated plans and books and I came across his preliminary work for building an Upholder Submarine, and it has tweaked my creative juices. I have built a plug for this boat, but have run out of money 'till the next RRIF comes in; in the meantime, I am adding details; it could look quite smart when finished, and very few outside details.

That all for now.

Dave Denton




FYI: SOUTH OF THE BORDER

- August 13/14/15 Crowdad 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**



3 Things You Should Already Know About Your Lithium Ion Battery

April 7th, 2007 by Paul Mah*

Too many people I've met have misconceptions, wrong understanding or simply no idea at all about how to maintain the batteries inside their new spanking new electronic gadgets. More often than not, it will be one of those nifty, super-slim lithium-ion variants. So I decided to write this little primer to help you, erm, I mean, your techno-phobic friends along.

Note that my recommendations are catered along the lines of practical convenience as well as pure battery maintenance facts alone. As with everything, there is often more than a way to skin a cat. I do try to explain my rationale behind my recommendations, so do try to read on before clobbering me on the head with your PhD in advanced materials science.

Tip #1: Lithium-ion batteries are limited by their life-spans

Found an e-bay offer for a lithium-ion battery pack for your ageing notebook or PDA at bargain prices? Or saw that battery pack for your gadget in its dusty sealed package at the corner store of the flea market? Before you jump and snap it up, be sure to first check the manufacturer date.

We all know that all batteries are limited by a finite number of charging "cycles". However, it is a little publicized fact that the lifespan of lithium-ion batteries are also limited by their manufacture date.

your lithium-ion battery starts dying the moment it leaves the factory

The fact is, your lithium-ion battery starts dying the moment it leaves the factory! Of course, the actual life-span of an unused lithium-ion battery can vary by a fair amount based on its internal charge as well as the external temperature. But suffice to say that you can expect to irreversibly lose 20% of a lithium-ion battery's charge every year from its original date of manufacture. PDA came with more than one spare battery? Take it out of its shrink-wrap and use it interchangeably – today. Thinking of buying a "spare" battery for use in future? Well, just save the money and buy it only when you are ready to use it.

Tip #2: Avoid allowing your device to discharge completely

Every wondered why your modern phone, PDA or iPod is able to cheerfully tell you that "Your battery is now exhausted" for several seconds on its brightly-lid LCD screen before switching off? The reason is simple; there is an artificial circuit that shuts off the device when the charge in the battery is too low.

This extraneous circuit is built to protect from the damage that could result if the charge of your lithium ion battery falls too low. If you still don't get it: if the charge of your lithium ion battery falls too low, the battery can get irreversibly and permanently damaged. So since Lithium Ion has no "memory effect", it is better to simply charge your portable device as and when you can or remember.

To set your mind at ease, a "charge cycle" means a single iteration of depleting followed by a re-charge until 100% of battery charge. If you consume 50% of your iPod's battery on day 1, recharge to 100% at night, and do the same thing on day 2, then

you would have just finished up one charge cycle of its battery life.

constantly recharging a lithium ion battery does not shorten the battery life more than normal usage would

Hence constantly recharging a lithium ion battery does not shorten the battery life more than normal usage would. Avoid letting it sit on empty for too long; instead, keep it charged-up if you can.

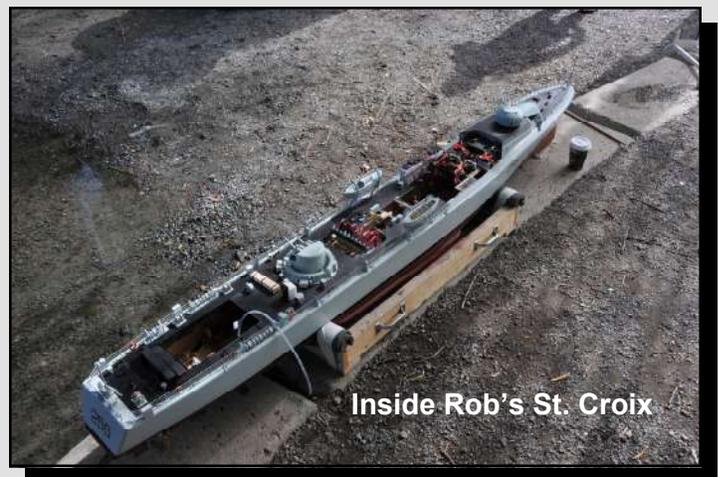
Tip #3: Take the battery out of your notebook computer when connected to AC helps... not!

Well ok, actually, taking out the battery from your notebook computer might help, but the reason it does is not really what you think it is.

It is not because of over-charging as most people might believe. There are some really smart circuits monitoring your lithium ion battery (See reason #2 above), and these circuits also ensure that your precious lithium ion never gets overcharged. So leaving the battery in when the AC is on has no detrimental effect whatever on the health of the battery.

However, if there is another killer of lithium ion batteries other than old-age, then it would be heat. Long term exposure of a lithium ion battery to temperatures higher than 40 degrees Celsius permanently reduces its total charge capacity by noticeable percentages chunks per year.

*[Source: <http://www.techatplay.com/?p=61>]



Inside Rob's St. Croix

Shelbourne Shipyard

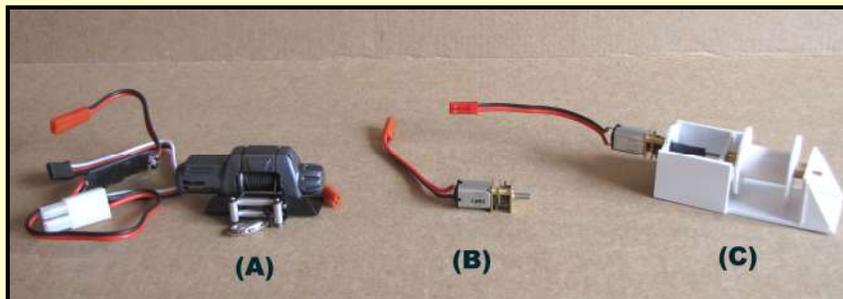
The Naval Salute is finally behind us. Before I begin my usual column, I would like to thank Mark Giles, Ron Armstrong and all those who made the Naval Salute a success. A great turnout of members and spectators alike, and only one sinking.

I can now put the Exeter and Oyashio back on the shelf and concentrate on the Happy Hunter. My original plan was to have it somewhat operational by the Saanich Fair. I have had to revise my schedule. I found myself working on 4 or 5 different parts at the same time. Worried about speed, mistakes started happening, like having an unfortunate run in with an Xacto knife while I was using it as pry bar, and I started to compromise on some details. Looking at what was left to do and viewing the calendar; the Happy Hunter will have to make its debut at next year's hobby show. Once I came to that realization, I reduced my workload and relaxed. Now its fun again and doesn't seem like a job.

In my last column, I stated that I was going to modify some regular & micro servos for various functions on my boat. I had modified but not installed some regular servos but the micro ones were hard to figure out. I took them down to Mark at BC Shaver & Hobbies. He dismantled one and said it could be done but needed some work. When I told him what they were for, he told me something startling. Every time my radio would be turned on, the servos would have to be

manually centered. He suggested a better alternative, a crawler winch for R/C cars. It is a geared motor with its own speed control. So I purchased one.

When the package is opened, you get what is shown in figure (A). After dismantling, you end up with the small-gearred motor, figure (B). Figure (C) is the mo-



tor attached to my anchor winch set-up. Your asking yourself "Does this work?" I installed one of the motors on to my crane swivel mechanism and it operates perfectly. The crane turned at a realistic speed. Just one note, even though it comes with a speed control, it just has one speed. So it's either on or off. But it's slow enough that you shouldn't snap anything unless you weren't paying attention. For raising & lowering my boom and hook, I plan to leave the winches assembled and just run the string up through the pipe in the crane base.



Scott Munford
Yard Master

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!!

LEN GIBBS

glitwin@tc.canwest.com

His Dallas Road home looked like a gallery, with infinity-blue walls covered in Canadian art.

But the four-level townhouse became difficult to get around, so 82-year-old artist Len Gibbs and his wife Betty moved into the Somerset House seniors' residence recently.

"And suddenly I had all these paintings and no walls," Gibbs said.

So one of Victoria's best-known painters is selling almost his entire collection, including some he painted himself and others he acquired over five decades.

"Many were collected by trading with artists from all over Canada," said Gibbs, who also gave several to his children and is holding onto a few precious pieces, like a painting by A.Y. Jackson.

"I hated to move, but with my shaky hands, eyes fading and medical challenges, it was time. My old living room was bigger than this whole place," he said, glancing around the new digs with his still-blue eyes.

The next hurdle was how to sell about 70 paintings, prints and sketches quickly. Longtime friend Bob Wright suggested they be displayed and sold in a big tent during Painters at Painter's -- an annual celebration of art at Wright's Campbell River resort. The event happens on the May 29 weekend.

"I wasn't sure the other artists would like the idea, as Painters has never been a commercial enterprise," Gibbs said. But Wright checked with the others and everyone liked the idea.

Art consultant Nicholas Tuele evaluated all the works and has set them at what he believes are reasonable figures.

Among the gems are an "absolutely fantastic abstract monoprint from 1950, a stunning piece by Harold Town," Tuele said. "I was blown over when I saw it. In a gallery it wouldn't go for less than \$5,000, maybe more. I told Len not to sell it for less than \$2,000."

"This is no firesale but a collection of good work, by good people, collected by an artist with a very discerning eye," Tuele said. "Len is one of the most important realist artists of his generation."

Gibbs, born in Cranbrook, was creative director of an Ed-

monton advertising firm before becoming a full-time painter in 1968. His boss had urged him to "stop horsing around," but Gibbs's first solo show in Vancouver sold out the first night. He has since shown in Europe, across Canada and the U.S.

Letting the artwork go is a wrench.

"It's the end of my career and I see my whole life walking away. I haven't got a studio anymore. I gave all my paints to the Victoria College of Art It's been a great life experience, but you have to know when to dance off stage," said the artist, who has been battling cancer.

In a sense, the show is a retrospective, as it includes pieces from long ago, including many work-up sketches and watercolours. Gibbs always started new works with 20 to 30 sketches and paintings. "That's what took so long."

Gibbs was always drawn to interesting figures and character faces, to the contrast between tenderness and strength. He liked painting children because of their innocence, "because they're so animated and they ignore you."

One of his favourite paintings was a girl with her toe in the water. "I painted her at Gonzales Beach when she was about 14. She was saying goodbye to childhood. And I knew after that, I could never paint her again."

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<http://www2.canada.com/victoriatimescolonist/news/arts/story.html?id=49398962-424e-4ecd-95ae-b070748cc72f&k=92455>

