Bonus Issue: 12pp!

March 2009 Volume 31, Issue 3

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

TAKE A GUESS...

... guess: what is her connection with Canada?

Answer inside on page 10

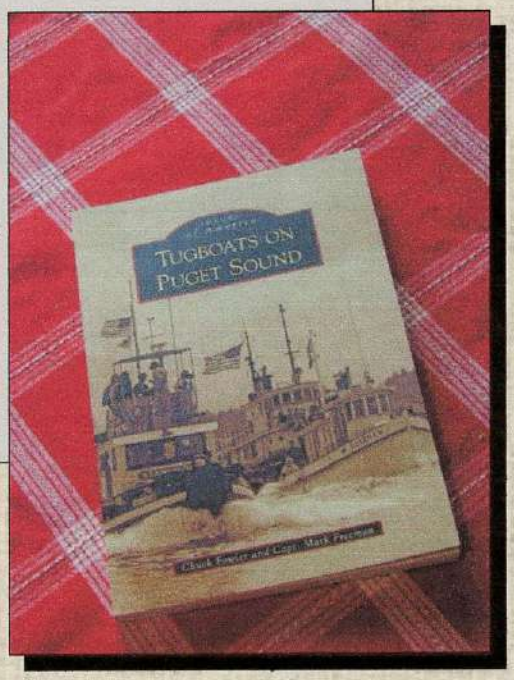
...book of interest – out of Seattle.

http://fremonttugboat.com/blog/

Here is a link if anyone wishes to purchase one. About $22 US plus shipping I expect – Ron brought the one back that I have from the book signing shown there on their site.

Regards,

Mike Claxton



Victoria Model Shipbuilding Society

General Meeting – February 12, 2009

Call to order: 7:30 pm (26 members & 2 guests attending)

1. Welcome: Two guests attending.

Outreach: **David Cook** got back from New Zealand however during the return, his wheelchair was trashed.

Club Finances: **Mike Creasy** reported there has been little change since the last report. Donations at the Hobby Show were $137, down from last year. We have 31 single memberships & 4 families.

Hobby Show Wrap-Up: There was a good turnout of members & boats. It was discussed that next year a member should be present as soon as the mall is open in the morning. Better tracking of incoming & outgoing models should also be looked at.

Upcoming Events: All-Island Sailing Series takes place February 22nd at Beaver Lake. About 12-15 boats are expected. Pirate School is on March 17th, 18th & 19th. We need volunteers for this event. **Ken Ensor** will co-ordinate the building of the boats.

Open Forum: **Bill Andrews** raised the idea of having this year's Christmas Social at another location, the Fleet Club. The cost would be about $20-25 per person with the club subsidizing about 1/2 the cost. In this manner, no wives have to do cooking, no set-up or cleaning afterwards, just enjoying the evening. All members were in favour of this idea. **Dave Denton** is going to colour co-ordinate the magazines in the library, starting with about 10 years worth of Model Shipbuilder. **Ron Armstrong** had some plans of a submarine that if anyone wanted to build to celebrate the Navy's anniversary next year, he would loan out. **Bill Sturrock** presented to **Dave Denton,** for the library, a photo spread of the rollout of the submarine USS Nebraska.

Adjourn business portion & break

Barry Fox gave a presentation on "Sailing for Beginners".

Respectfully Submitted
Scott Munford, Secretary

2009 Executive Committee

President: David Taylor	652-6480
Vice-Pres: Ken Ensor	478-6884
Secretary: Scott Munford	382-1673
Treasurer: Mike Creasy	965-6487
Show Coordinator: B. Andrews	479-2761
Binnacle Editor: Bill Sturrock	479-0239
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Sailing Director: David Cook	388-5994
Librarian: Dave Denton	478-1800
Publicity: Rob Ross	592-6866
Director at Large: Barry Fox	294-0350

All above (250) area code

ON THE RADAR

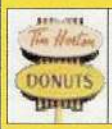
INFORMATION ON UPCOMING EVENTS

17,18,19 March	**MARITIME MUSEUM**
22 March	**All Island Sailing Round 2** **Sunset Pond**

MEETINGS: Second Thursday 7:30-9:30
313 Brunswick Place
Next is April 9, 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 March 22, 2009!



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

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

From the Bridge

Hi Shipmates

It has been a fairly quiet month for many of you power boaters following the 'excitement' of the Hobby show at the Westshore Towne Centre. Our next event is the **Pirate School** at the Maritime Museum on 17,18 & 19th March. We would like to see, as many volunteers' as possible and the sign up sheet will be passed round at the next meeting. If you are not going to be at the meeting and wish to help out please either mail myself or one of the Exec as soon as possible. For more information on what is involved please contact **Mike Creasy**.

We had the first of the All Island Sailing Regattas this month, which was held, at Beaver Lake on Sunday 22 Feb. The weather gods were very kind to us as we had no rain after about 9:30 until just as we left the lake. The winds were the best we have had for some time, being fairly consistent in strength and direction. Thanks to **Barry's** organisation the event ran very smoothly even with the new racing and scoring system. 15 boats started the day and most of us were still there at the end. Thanks to those who turned out to help run the event.

That's it for this month, hope to see you all pond side or at the meeting.

Dave T

Contributions to the Binnacle are welcomed. Deadline for submissions: Sunday before the monthly meeting. Editor: *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 **subject line: "PhotoContest Entry"**
3. Model ships and related topics only, please. **Limit of 3 entries** per person.
4. **Deadline November 15th, 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

GOOD BOATING AND SHOOTING!!

The Sub Subject

THE ALMOST UNAMENDED TEXT OF THIS INTERVIEW WITH JACK PLUMMER first hit **The Binnacle** for its January 2004 issue. If your memories are as sharp as ever, the passage of only five years and two months may make it a boring read, and it's meant to draw a few chuckles. Meantime, VMSS has lost some members, but gained others. The latter group may just split their sides (??).

For this issue, we stay close to home. Closest on the R.a.d.a.r. screen was **J.R.Plummer's** blip--widely known as "Jack," in V.M.S.S. circles and beyond. Two reasons:
Jack is both a prolific and versatile modeler and, his model sub venture reaches back to the mid-'80s.

But, to me, so far, the challenge is that of most cub reporters, i.e. what questions to ask? Let's hope that, not unlike Jack's merlot wine, time/age will be a benefit. The results of the initial stab taken follow.

Romanus: (Just "R" below)
"What, Jack, between steam, sail, patrol craft, sundry other skimmers and Navy ships sucked you into subs?"

Jack: ("J" below)
Curiosity did it! Back then I was a member of the Hamilton-Wentworth club, and I'd found this neat little bay off the Niagara River--a hop skip' n' a jump upstream from the Falls. What a place! Clear, quiet, cozy. . . and then, in a hobby shop I'd been eyeing the Krick kit of *U-25*. The more shelf dust it gathered, the more it intrigued me. Some $130 later, I took it home. "The kit wasn't meant for greenhorns. Bread and butter hull, you know. Had to laminate the boards first, then shape and contour the hull according to the included plans and templates."

R. (Lifting a first glass of merlot) "Was it a good model?"

J. "Yes and no. The darn thing wouldn't dive, and her pressure hull's lid wasn't any too watertight. Too narrow a crutch for an adequate seal, and the lid wasn't trans-parent, so I never knew where the water came in. A bit of a bugger, really. More wine?"

R. (Nodding a ferocious "yes.") "And the good points?"

J. (Pouring wine with a steady hand.) "For one thing, as a dynamic diver, it was technically simple, and her extruded or cast plastic superstructure was both very light and very strong. It stood up well. Then, after about 10 years, as you know, I gave her a major refit. More battery power. . . a new (transparent) lid. . .."

R. (Accepting more merlot.)
"And then you sold it . . . a gift, really, at $350?"

J. "Shelf space, you know. And I wanted to build the Victoria/Upholder model."

R. (Reaching out empty glass,) "Why Victoria? To spite the RCN or something?"

J. "No. Not really. But I like it 'cause it's a 'local' boat--same reason that made me build the Calgary frigate."

R. (Waving another empty.) "And again you built a dynamic diver. Why?"

J. "After U-25, I had a bit of a handle on that system of submergence. No ballast tank to worry about, no gas to use. . . and much faster and less expensive to build. Also, dynamics surface when stopped. Less to worry about—somewhat less anyway."

R. "I'm always amazed, Jack, that so few local modelers seem drawn to subs. How come that now?"

J. (Thinking his best thoughts and sipping) "Couple or more things, I'd say. For one the likes of you and **Len [Gibbs]** intimidate more than encourage would-be modelers. You've got ballast tanks, sonar's, pumps: you launch missiles, release torpedoes… you scare 'em off."

R. "Tough. It was supposed to work the opposite other way 'round. But, hey, we'll live with it. "And your next submarine plans, Jack?"

J. "Too much on my plate to think about that now. A brig on the ways. . . Coast Guard job in the planning stage…. another sub's a year out, at least."

R. "Last question: Any advice for someone thinking of going for a first model sub?"

J. "Sure have. Couple of things. First, keep it simple. Go dynamic and save money on the fancier electronics. Next, don't pick a complicated prototype. Pick a nuke. Last, upon completion, don't give up during the often exasperating trimming trials. Add foam. Add lead. Take out foam: take out lead. Shift ballast or foam back and forth, and so on and on. You'll learn. You won't regret it."

R. (Glass raised) "I-- I-- I'lll dr-- dr-- drink t-- t -- to tha-- tha- that, Dj-- Dj-- Dja-- Jack."

For an epilogue, I can add that Jack's sale of U-25 (to a youngster) make her disappear from HMYP in a matter of months and not to be seen again. So it goes, and Jack had handsomely taken up (and exceeded) the shelf space that became available. Vacancy filled.

For April, "The Sub Subject" will sketchily cover what the U.S. Navy has done with four out of it's fleet of 14

(Continued on page 5)

(Continued from page 4)

Ohio-Class "Boomer". Those four have now been redesignated from SSBN to SSGN. All of this as the result of the SALT Treaty between the U.S.A. and the former U.S.S.R..

Romanus Unicum

[Editor's note: many thanks to Ron H. for finding the e-version of this installment].

The Doctor also recommends — you either hire a caddy — or build smaller models!

[©SCALE SHIP MODELER Volume 14, Number 3]

[Editor's note: Romaine is currently in drydock having just undergone reaming of his torpedo tube; he will miss this month's meeting, but plans to be back to active duty very soon].

Here goes.....

by **Ron Armstrong**

"Further to Romaine's postscript after a compelling review (I'm definitely borrowing the book). Lothar von Arnauld de la Perriere not only had a classy handle and manner, he has the unique distinction of being the all time top submarine ace of BOTH World Wars. This must seem incredible to amateur historians but the only proof that counts is tonnage sunk. And the aristocratic captain trumped all contenders:--Prien, Kretschmer, Schepke, Morton, Ramage, all of them. In World War One! He should've been called "The Terror of the Med" but apparently observed the Code of Submarine Conduct by warning his victims beforehand. Convoys and escorts forced an end to that."

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"Further to another of Mike Creasy's excellent articles, on our Arctic history. One of the Hudson Bay Company ships that supplied their forts and RCMP posts was the "SS Baychimo", built in Germany in 1919 with an ice strengthened hull. Bought in 1922, she was based in Vancouver to supply through the Beaufort Sea. As Mike said this was the harshest side of the Arctic and often Company ships never made it to their destinations, or were mauled in the ice pack. "Baychimo" survived longer than any other but her luck ran out in 1931. Trapped off Point Barrow, her crew built a shelter of hatch covers then listened to records on a Victrola! In the spring they were part of the first air lift in Canadian history.

The ship was expected to die like others, crushed and sunk. Instead she was found in 1933 and 1937, fully intact, afloat and upright. Remarkably "The Ghost Ship of the Arctic" was last seen in 1968 by Inuits helping guide the supertanker "Mountbatten". There have been no more sightings and most experts believe she has finally gone to her grave. Her story was published two years ago in a hard cover book entitled simply "Baychimo".

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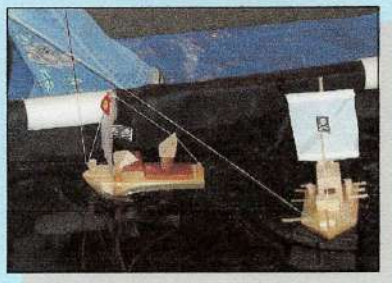
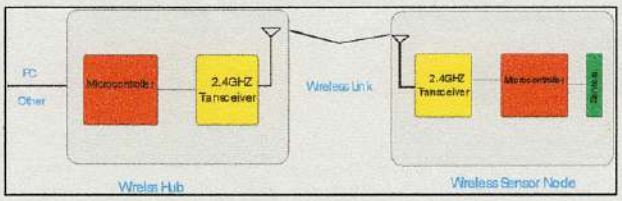
Remember to sign-on for half a day at the Maritime Museum...ya hear!



GPS Navigation in Model Boats

by **Jim Briante**

When I attended my first VMSS meeting late last year, I purchased a Low-Power RF wireless kit for several projects that I'm working on. This kit together with the software platform is designed for testing, evaluating, and developing 2.4GHz wireless embedded control applications. The wireless system is based on the 2.4 GHZ Direct Sequence Spread Spectrum (DSSS) transceiver and is implemented using microcontrollers with programmable transceivers similar to those used in the Spektrum R/C Radios. This wireless system is one of the latest new technologies that have been ranked by EDN in top 100 for 2008 RF products. In a nut shell, this system is a low-power star network consisting of one or more remote nodes and only one hub. The hub sends and receives wireless data from any one node when it receives a requested to do so from some other device like PC. For any embedded application the microcontrollers in the hub and the node(s) are programmed to perform a specific function such as remote acquisition of data. An external device such as a PC or other programmable device with custom application software sends requests for data to a hub. The hub in return receives the requested from the node through the wireless link and passes it to the PC or other device where the data is processed and displayed.



A wireless sensor node typically is very tiny about the size of a Spektrum receiver, uses a reliable protocol and best of all uses very little power. The microcontroller in a node can be programmed to acquire data from several sensors and thus make it ideal for use in model boats.

This project started with the following overall plan which is still in progress to

- o Investigate Sensors Needed for Power and Sail
- o Interface Sensors to a non wireless Micro with LCD display
- o Write PC Application Software to move from LCD to PC screen
- o Program mode and Hub to Interface to PC Laptop
- o Write PC Application Software to organize and display wireless data
- o Run field test in a power boat
- o Interface sensors for wind speed /direction, rudder/sail position.
- o Write PC software to incorporate the above new sensors

Take a crack at auto navigation (a real challenge for sail!)

Sensors Needed

Speed over water
Direction of travel
Position (longitude and latitude)
Rudder position
Wind speed/direction (boats)

It became obvious, aside from other sensors, that a GPS system is needed for this project. The initial task was to find a GPS module suitable for model use in model boats. Most GPS modules make GPS data available either through a USB or RS232 Interface using NMEA 0186 protocol. There are many GPS modules available and the selection of an EM-406A by USGOBALSAT, was based on Performance, Interface, Batteries and Antennas, Power and Other Considerations including Price.

Specification: General (partial list)

o Channels 20 channel all-in-view tracking
Sensitivity -159 dBm

Accuracy

- o Position 10 meters, 2D RMS
- o 5 meters, 2D RMS, WAAS enabled
- o Velocity 0.1 m/s

Time 1us synchronized to GPS time

Acquisition Time

- o Reacquisition 0.1 sec., average
- o Hot start 1 sec., average
- o Warm start 38 sec., average

Cold start 42 sec., average

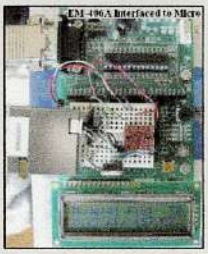
NMEA (National Marine Electronics Association)

The EM-406A GPS module outputs **Six Sentences** of navigation data on of which **Course Over Ground** (VTG). The ASCII character $ indicates the start of a new sentence, followed by the **Message ID** and then the GPS data. An example of VTG data and the interpretation is shown in the table below.

ASCII Codes:
$GPVTG,309.62,T,,M,0.13,N,0.2,K*6E

Name	Example	Units	Description
Message ID	$GPVTG VTG		VTG protocol header
Course	309.62	degrees	Measured heading
Reference	T		True
Course		degrees	Measured heading
Reference	M		Magnetic
Speed	0.13	knots	Measured horizontal speed
Units	N		Knots
Speed	0.2	Km/hr	Measured horizontal speed
Units	K		Kilometers per hour
Checksum			*6E
<CR><LF>			End of message termination

Interface of the EM-406A to Display Data on LCD Display



The EM-406A GPS module was interfaced to a development board (shown above) that uses the same microcontroller employed on the RF wireless unit. After programming the RS232 port to receive GPS data and setting the communication parameters, the next step was to write programs to disable enable NMEA sentences, parse individual NEMAE sentences in order to organize and display relevant data (speed, direction, latitude, longitude, etc) on the LCD Display. Once this was completed I carried out some preliminary tests.

Results:

o GPS data is reported by 31 satellites (as of 2008) in which at least six are always in view. At any given time/ location a GPS engine receives microwave data from a group of satellites that are in view. A GPS unit uses the satellite transmissions to compute GPS navigational data. The methods and the computations that are carried to produce navigational data are very complex. It involves algorithms and custom "chip sets" that are protected and specific to a manufacturer. As a result, the accuracy of the computed data fluctuates not only because of atmospheric effects and other factor like location but because the in view satellites may not be in the ideal positions for to the computational algorithms used by any given manufacturer chip set.

o Speed data received from the EM-406A (not moving) fluctuated between 0 KM/h to 1.2 Km/h and most of the time was below .36 Km/hr or 0.1m/sec posted accuracy.

o **Measured Heading** with **no motion** has no meaning. Heading data received at a stationary position can vary from 0 to 360 degrees. The minimum travel distance needs to be established in order for measured heading to have a significant meaning.
At low speeds more testing is required to get a better handle on the actual accuracy that can be expected.

Conclusions:

o The addition of a compass module can solve the problem of heading when an object is stationary or moving at very low speeds. Compass modules are very tiny, use little power (2ma @ 3.3V) and are extremely accurate.

o A GPS module is still an essential element of this type of project. The EM-406 may not be the best candidate for this project in the near future. The satellite upgrade that began in 2007 uses much better technology and much better accuracy can be expected from newer GPS receivers at a reasonable price.
Sensors for rudder/sail direction and wind direction/speed may need to be designed from scratch. However, the possibility exists for a microcontroller to piggy pack onto a Spektrum receiver and uses its signal to determine rudder and sail positions.

Next Step: Going wireless?

One week before I wrote this article I was considering given up and not writing this article. Not because of the technological and the programming challenges but because of doubts as to the usefulness this project. At the start of this project, I was aware that GPS navigation was of interest to some modelers of RC flyers. Some have even used commercial GPS loggers to record flight paths and have posted Google Maps of flight paths in the internet. However, for model boats I had not found such interest in GPS navigation until now. Check out the website below.
http://www.gpss.tripoduk.com/autop.htm

Comments: to **Jim Briante**
briantej@shaw.ca

Old Wood & Rusty Iron How Close Did They Get? (part 2)

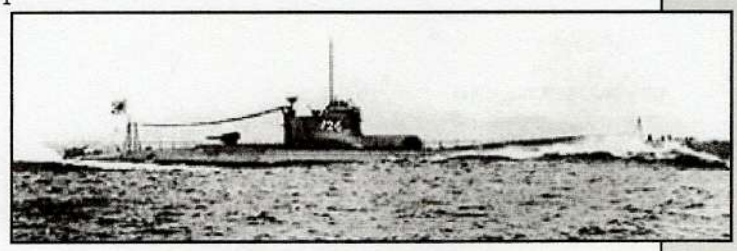
by Mike Creasy

Previously, we looked at threats to security during the first part of the 20th century, discovering some potential for (primarily German) naval action against a poorly defended west coast. We also discovered a distinct lack of interest in Ottawa and London, and an atmosphere of near panic in the streets of Victoria as banks moved money east in light of rumoured German surface raider actions. Fortunately, the friendly Japanese navy sent the modern cruiser **IDZUMO** to our rescue, and the German Squadron was content to sink the British Pacific Squadron off Chile before withdrawing to the Atlantic once again.

The fuss died down, World War 1 came to an end in 1918, and Victoria returned to its frontier civility. The RCN was gutted and allowed to drift into near oblivion. Twenty years later, rising world tensions gave rise to some rebuilding, but at the start of the Second World War (in September 1939), Canada's navy was lean indeed. Two of the four destroyers stationed at Esquimalt – the RN cast-offs **HMCSHIPS FRASER AND ST. LAURENT** – are immediately moved to Halifax to begin convoy escort duty. The remaining west coast destroyers **OTTAWA AND RESTIGOUCHE** would soon follow, leaving a few small minesweepers and training vessels to defend the west coast. Not a bad short-term strategy, since the early war is clearly a European affair, although the German tactic of armed merchant raiders and "pocket battleships" soon give rise to all sorts of good rumours. **GRAF SPEE** would be intercepted by the fisherman's reserve and sunk with buckets of herring! This Atlantic focus continued into 1940 and '41, allowing west coasters to dismiss any idea of wartime threat to a low level – a bit of a lark, really.

And then came December 7, 1941....." a day which will live in infamy.." The War is suddenly a two-ocean war, and Canada's Pacific coast is now much closer to the action. Freshly equipped with two years worth of stories from abroad, the rumour mill springs to life once again. Ships are attacked and sunk by Japanese submarines off the California coast during December '41 and January '42. The RCAF patrol the coast with Stranraer aircraft, a bi-plane type flying boat noted for being both durable and slow. In March 1942, construction begins on the AlCan highway through northern BC and the Yukon to Alaska.

In one of Canada's lesser moments, all people of Japanese ancestry are rounded up and shipped off to camps; their homes and property forfeited or destroyed. No doubt most of these are loyal citizens, born here and never having seen Japan.



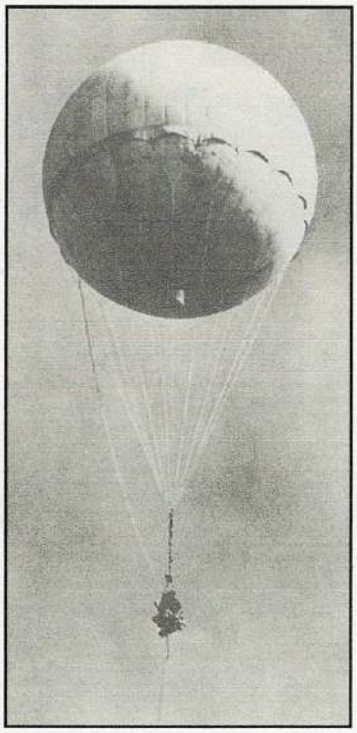
In June 1942, Japanese troops land on the Aleutian Islands of Attu and Kiska. The submarine **I-25** torpedoes the brand new cargo ship **FORT CAMOSUN** off Cape Flattery. The **I-26** sinks the American freighter **COAST TRADER** off Cape Beale, and then shells the lighthouse at Estevan Point. In July 1942, **I-26** torpedoes and sinks the submarine **USS GRUNION** off the west coast of Vancouver Island. In September, **I-25** uses its small floatplane to drop incendiary bombs on forest land near Brookings, Oregon with the idea of starting a forest fire. Good idea, bad timing; it had rained the night before and the coastal rainforest is dripping wet.

All this activity served to inflame the notion that a Japanese invasion was imminent on an almost undefended coastline. But how real was this threat?

It wasn't. Japan had no plans to move beyond a forward base in the Hawaiian Islands, which they would attempt to hold while negotiating a peace treaty with the Americans. Their real aims were to gain control of the western Pacific and south Asia. The Aleutian landing was a poorly conceived tactical move to divert American resources from these other areas, but in fact, the landings diverted a far greater proportion of Japanese resources. The Japanese did not have the logistical support to expand beyond their target areas, lacking the merchant shipping capacity to move armies and materiel. Their submarine strategy was sound, but they entered the war with only

Continued on page 5

30 modern boats available, backed by 30 older boats.



From 1943 onwards, as the Americans fought their war across the south Pacific, the Japanese ability to threaten Canada's west coast was almost nullified, with one very unique exception. The idea of starting forest fires had originated with Japanese Fleet Admiral Yamamoto, a man very near the top of the Japanese power structure, and so work continued on this unusual approach to warfare.

A sophisticated, high-altitude balloon system was developed, which would carry small incendiary bombs across the Pacific on the high altitude winds. (We now know the jet stream moves east to west at altitudes above 30,000 feet, moving at speeds of 100 knots or more.) These balloons were to release their payloads over North America, starting massive forest fires and destroying the enemy! Over ten thousand of the devices were built, and at least 9,000 were launched starting in November 1944. About 10% likely made it across, and they were found from Alaska to Mexico. The balloons were kept secret in the US and Canada, due to concerns about panic in the civilian population.

Gradually, the news from Europe and the Pacific began to overcome the perceived threat to life here on the west coast. With the end of the Pacific War in 1946, Canada's navy was again allowed to slide into near oblivion, and life returned to normal in this last outpost of Empire. Tea, anyone?

- 30 -

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Your club needs half a day from you!!!

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The steam yacht **"CHRISTINA"** was built by Canadian Vickers at Montreal as the frigate HMCS "STORMONT" (K319) for the Canadian Navy. She was named after the town Stormont in Canada.

14 July 1943 Launched.

Displacement 2.216 ts full load. Dim. 91.9 x 11.3 x 4.0m.

Powered by two triple expansion steam engines, 5.500 ihp, two screws, speed 19 knots. Range by 12 knots, 7200 miles. Steam was supplied by two three-drum Yarrow watertube boilers. Armament 2 - 4 inch, 1 - quad 12 pdrs. guns, 4 - 20mm, 1 Hedgehog ASW mortar, 4 MK.IV depth charge throwers, carried 150-200 depth charges.

She was one of the River Class frigates of which 139 were built during World War II. 27-11-1943 Completed, she was under command of A/L CDR George Abram Myra from commission till decommission in 1945.

Used during the Second World War as an anti submarine escorts for Trans Atlantic convoys. The class was special designed for the harsh North Atlantic weather conditions. She was used during Operation Neptune (D Day Normandy landing) in an anti-submarine screen to protect the important convoys in the English Channel against German submarine attacks in June 1944.

09 November 1945 de-commissioned.

1947 Sold to a Montevideo buyer for mercantile service.

1951 Sold to **Aristotle Onassis** for $34.000, he converted her by Howaldtewerke-Deutsche Werft at Kiel in a yacht for an other $ 4 million. She was renamed "**CHRISTINA**", named after his daughter.

She got air-condition, dry-cleaning plant and a furnace for combusting galley waste.

The steam driven dynamos were kept only as backup and four MAN-Still generators were installed. The triple expansion steam engines were not replaced, only the boilers replaced so that only one fireman was needed each watch and not four when used as a frigate. The conversion gave her a real motor yacht look with a streamlined funnel. As yacht her tonnage is given as 1774/1526 BRT, 687 NRT.

The reason she is on a stamp of the Grenadines of St. Vincent, she carried Sir Winston Churchill on a visit to St. Vincent.

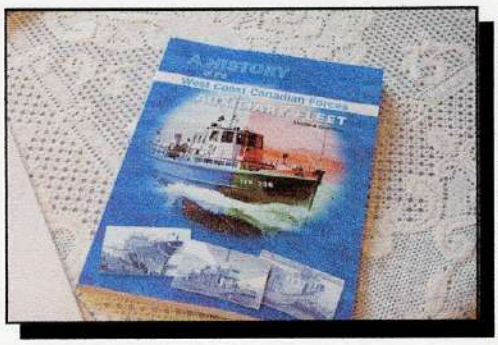
When Onassis died his yacht was inherited by his daughter Christina, but she did not used it, the "CHRISTINA" was laid up.

1975 "CHRISTINA" presented the yacht to the Greek Government.

In 1990 the yearly running cost of the yacht

Book Review, A History of the West Coast Canadian Forces Auxiliary Fleet .

A few weeks ago Mike Claxton found and donated this book to our library, written by Mathew Chapman . The first half is as dry as a scorpion's carcass, in the middle of the Sonora Desert, but don't despair, from the middle onwards it is filled with all sorts of interesting tidbits, and gives a rundown of all the major vessels that worked in the auxiliary fleet.



The first one I am familiar with is the **Ehkoli.** My dad was the first skipper on this boat, and did a lot of work with the thermocline under which the enemy submarines could hide. My dad took me aboard when I must have been about three years old, and I remember vividly to this day that he had a whole drawer under his bunk filled with Jersey Milk chocolate bars. Later that day, he was leaning over the rail and his cigarette lighter fell overboard, I remember it well as it was one of those bullet shaped ones that you took the cap off to light it .

The next vessel of interest is the **Endeavor**, I was a second year apprentice on that job, and learned about standing bulkheads, holding center line, buttock lines and waterlines. It was built on #1 berth at Yarrows Ltd .

Moving along a bunch of years, I was in charge of a crew that built the **Glendyne** and the **Glendale**, I don't remember which one it was, but my ship was the one built on # 2 berth; **Rudy de Langboom,** the head draughtsman, had some good tales to tell about his time in Holland, during the occupation.

We always admired the **Marysville** and the **Beamsvile** as they went through the water without leaving a wake, nice design.

All in all a good read .

Dave Denton

was £ 500.000 and too much for the Greek Government, she was put up for sale for £12 million, but for this price nobody would buy the yacht, and also during three auctions in 1992 and 1993 the yacht was not sold.

She was sold at least to a Greek businessman for a very low price, but he did not use the yacht and she was still idle in Piraeus harbour.

1998 Bought by John Papanicolaou a Greek businessman, and he put her in a new company the Christina Yachting Inc. She was renamed "ARCO".

She will be refurbishment by the Viktor Lenac yard in Croatia, the work involves placing of new machinery. Some of the interior will remain the same, including deck equipment, swimming pool and the famous Ari's bar, a total of 200 tonnes of steel will replaced in her hull and four tonnes of aluminum for the superstructure. She will be used as a very expensive cruise vessel for the very rich. To hire the vessel for one week will cost you £312.000.

I do not know of she in already in service.

The following was published in the August 21 2001 edition of Lloyds List

"CHRISTINA O" to charm commercial cruising market

Croatia's Viktor Lenac shipyard has now successfully completed the extensive refurbishment of the luxury 'super' yacht "CHRISTINA O", formerly the private yacht "CHRISTINA" of the legendary Greek shipowner Aristotle Onassis. Owned by the John Paul Papanicolaou Group, she is now the most luxurious 'super' yacht for the commercial cruising market. Commercial director of Viktor Lenac, Raoul Cvecic said: "The approach to this unique project was to keep as much as possible the image of the former ship with its original external splendour and internal luxury. However, the original, but aged ship's hull (built in 1943) as well as the reconstruction of the vessel for its new purpose, set many complex demands. The former yacht's riveted hull, weighing 900 tonnes, was renewed with a total of 600 tonnes of new steel and aluminum, as well as 140 tonnes of piping and 85 km of electrical cable. A new helideck was fitted, along with repairs to her four stabilizers. .Machinery and propulsion system installations involved the fitting of two new MAN (2040 kW each) main engines, three new MAN (515 kW each) auxiliary engines, propellers, two new struts for shafting, complete equipment and machinery units for the engine room, an additional funnel (built behind the existing funnel), and repair of the existing shaft arrangement. For the ship's systems and equipment, Viktor Lenac completed the fitting of new tanks (fuel oil, lube oil, drinking water and ballast), new vacuum systems (toilet flushing), new incinerator (trash and solid waste), new potable water treatment unit, four new AC units and a new revolving crane, which is located on the ship's bow.

Viktor Lenac carried out numerous additions for passengers and crew onboard the yacht, involving a total of 18 spacious luxury cabins and one suite (owner), a fitness centre, kindergarten, hairdresser's, library, dance hall, music lounge, lapis lounge, dining room (for passengers), mess room (crew), two galleys (one each for the crew and passengers), and a solar jacuzzi and bar (located on the promenade deck).

New navigation and safety equipment was installed, including two new thrusters, two new lifeboats with davits, two new wooden retro-look speedboats with davits, and ultra-advanced navigation and communication equipment.

The yacht was built in 1943 as a Canadian frigate and was converted in 1954 for Aristotle Onassis. 2009: Under Panama flag and under the name CHRISTINA O in service as a passenger cruise vessel. Panama flag and registry, owned and managed by Christina Ltd., Panama.

http://www.shipstamps.co.uk/2009/01/christina-yacht/

[Contributed by Ron Hillsden]

Nautical Trivia

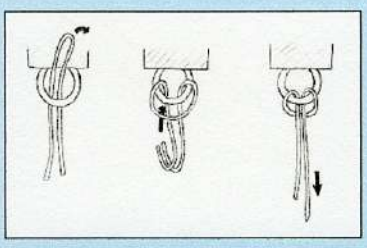
by **Dave Taylor**

Concluding Line

A small line rove through the centre of the wooden steps of a Jacob's ladder or a stern ladder. It is used for hauling up the ladder for stowage, when each step collapses on top of the step below it

Cow-Hitch

Originally any bend or hitch which slips as a result of being improperly tied; of a 'home-made' knot which is not a recognised maritime knot as used at sea. This is now better know as a 'Granny Knot'



The cow hitch is a knot (specifically, a hitch). The cow hitch comprises a pair of half-hitches tied in opposing directions.

Cuddy

Originally a cabin in the aft part of a sailing ship under the poop deck for the captain and his passengers. The term is also sometimes used to denote a small cabin on board a boat, or very occasionally a small cookhouse on board, though caboose was a more usual word for this.

Deadlight

A metal plate which is hinged inboard above a scuttle or porthole that can be let down and secured by butterfly nuts to protect the glass of the scuttle in heavy weather.

Devil to Pay

An old seafaring term meaning very difficult or awkward. It originates from the name given by caulkers to the garboard seam in a ship's hull. This was universally known as the devil as it was difficult to pay in the oakum and hammer it home. 'Devil to pay and on pitch hot' a situation so difficult that no means of solving it is immediately apparent.

Displacement

The weight of water which is displaced when she is floating with her fuel tanks full and with all stores on board. The size of a yacht is usually expressed by their waterline length but where tonnage is mentioned, it is calculated by the Thames Measurement rule.