

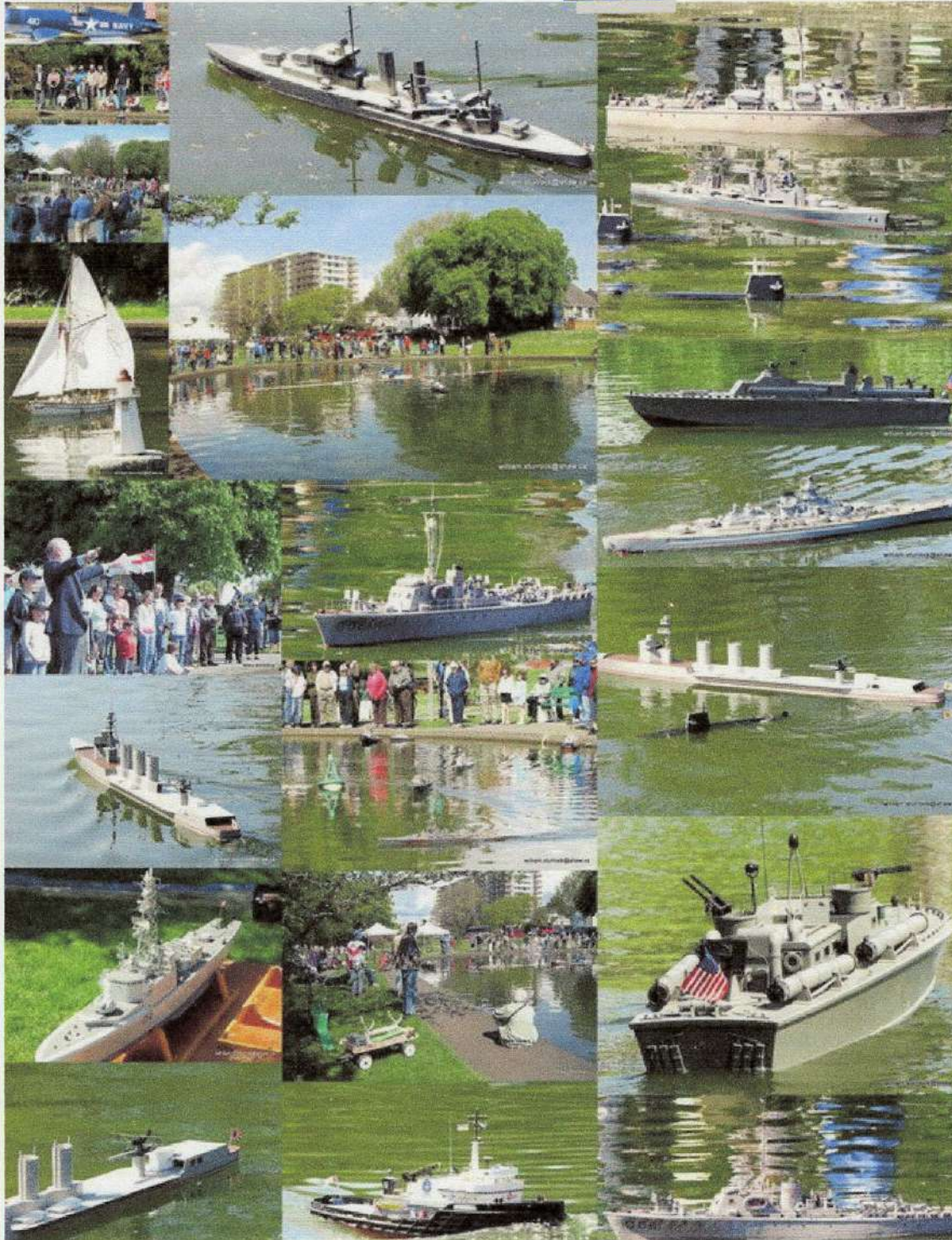
The Binnacle

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



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

BATTLE OF THE ATLANTIC SAILPAST HARRISON POND 2009



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Victoria Model Shipbuilding Society

General Meeting – April 16, 2009

Call to order: 7:30 pm (25 members attending)

1. Welcome: No guests attending.

Outreach: All is well.

Club Finances: **Mike Creasy** reported we are currently running a -\$800 deficit for the year so far, mainly due to our \$792 liability insurance bill. He expects us to break even for the year. Just \$18.70 in donations was received at the Maritime Museum Pirate School. Currently we have 45 single memberships and 5 families.

Upcoming Events: All Island Sailing Series, Round 3 takes place on April 19th at Long Lake in Nanaimo. The Battle of the Atlantic is on May 3rd at Harrison Pond. The finale of the All Island Sailing Series is at Lake Cowichan on May 10th.

Open Forum: No new business.

Adjourn business portion & break

Ron Armstrong discussed next year's 100th Anniversary of the Canadian Navy. He put forward several ideas to the members present as how we can help celebrate this occasion. He has several plans available if anyone wanted to build a new model and there were several model kits from BC Shaver & Hobbies there to show what is available locally. At the June general meeting, the members will vote on whether, as club, we get involved or not. Should we vote to do an event, member participation will be crucial to making it a success.



Respectfully Submitted
Scott Munford, Secretary

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ON THE RADAR

INFORMATION ON UPCOMING EVENTS

May 15-18 Maple Bay Model Boat Regatta

May 24th Boat-a-thon, Langford Lake

June 5-7 CDN/IOM NCR Saltspring



MEETINGS: Second Thursday 7:30-9:30
313 Brunswick Place
Next is June 11th, 2009!



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



SAILING: 1st and 3rd Sundays 1 – 3 PM
Beaver Lake
Next is May 17th, 2009



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



From the Bridge

Hi Shipmates

It seems to have been a very busy month for me with the **Battle of the Atlantic** and various sailing events. I would like to thank those that took part in the celebration of the Battle of the Atlantic. Although the number of boats were slightly down this year we did have a good turn-out of naval ships.

Also well done those that organised and set out the markers for the parade. It would seem that our Council did not see fit to clean out the pool so it looked very murky and dirty. Thanks to **Bill Andrews** for cleaning up the path round the pond.

Our next event will be a tug boat event up at Langford Lake on Sunday 24 May. Contact **Dave Denton** for details.

That's all for now hope to see you all 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

SUBSUBJECT MAY 2009

THE REPORT OF THE WWII EVENT reported below fell into my lap shortly before Christmas 2005, and was dutifully put in print in the January 2006 Binnacle. I've made some marginal (slightly updating) changes for this repeat, but, personally, I still enjoyed (what else?) reading it again and hope you will too – especially the V.M.S.S.ers.

The precise wording eludes me but the adage/proverb goes about like this: "As need rises, help nears" came my way. A direly needed topic for the column presented itself, unannounced, at the front door.

An acquaintance I hadn't seen for some time had rung the chimes. He stood there, sheepishly, left hand behind his back – obviously hiding something. That something turned out to be a six-pack of Boddington. Two Godsenders in one.

Even over our first sips, I had him (didn't want his name published so I'll call him "Keith" [and that's okay; it gives me some editorial scope]) talking about his WWII submarine service as First Lieutenant in an RN T-Class boat.

Over past lunches, I'd head him out on his experiences. All good stuff. In 2005, I had one of his anecdotes corroborated in an Australian article by one of Keith's crew. That same article was published again in the SubCommittee REPORT. Meanwhile though, I'd lost somewhat sight of Keith, and the meat of his conversation had not come to my mind months earlier – partly, I think, 'cause he doesn't want his name mentioned. He's 87 now, and about as shy as he's hobbled by humility.

So Keith's boat, in September 1943, was on a supply mission out of Alexandria to Crete. This was pretty much a routine for his and other RN boats. The Greek resistance fighters on the island would radio their shopping lists to London; London transmitted them to Alexandria, where the orders were filled and loaded onto the first available submarine – together with a sealed envelope, containing the precise location of the landing spot on the steep south coast, near the White Mountains. Orders also included the light signals to be given, and the prescribed responses.

Once positioned about a mile away from the beach, this routine was followed: on a moonless night, the boat was brought up to deck awash. An inflatable was inflated, requested ammunition, first-aid kits, radio and other batteries, explosives and some small arms were laden, followed by four crew – the First Lieutenant and three ratings. Then, after often failed signal exchanges, the sub submerged to periscope depth, and the inflatable was rowed to shore – slowly, very slowly to avoid the splashing of oars.

On this particular mission, now in shallow water, a group of seven or eight men and one woman ("Lottie"

or "Lotta") hauled the inflatable ashore and took possession of the cargo. (No documents changed hands.)

The rendezvous time with the sub had to be kept flexible on account of tides, currents, and cloud cover. It could vary anywhere from two to two and one-half hours. Time enough for the escorting crew to rest on the beach, and drink red wine from ollas [*olla: wide mouth earthenware container*] that took both hands and both knees to "sip" from – depending on how full they were or stayed.

The male partisans may have ranged in age from 20 to 60. The woman's age was difficult to judge. Keith guessed early thirties.

Their leader, Dimitri, (Jim) shared the same name with two others and spoke understandable but weird English. (What for I use?, or Wazzee ghut ad Alezandra? are remembered examples.) Dimitri looked fearsome, and so did all of his gang. Knife and pistol carried in wide, leather belts, machine gun ammunition belts strapped crosswise over their chests, lumpy, torn shirts, and jeans that bared knees and seats. Dimitri, the kahuna, had an ear-lobe missing, some teeth that paid no attention to the alignment of others in his mouth – a cruel mouth – longish hair bundled up under a British officer's peak cap...the way Keith described him make me think of Wallace Beery in his "Pancho Villa" role.

Following about half an hour of "socializing" on the beach, sudden and quite loud noises came from the escarpment above: loud singing, marching boots crunching on gravel. And shouting in German. Doing their all to sing "Wir Fahren" and "Lilly Marlene" all mixed up.

Two among the partisans snuck their way up, silent as falling snow. They were back in a flash. Dimitri's translation ran something like, "14 or 12, of 'em. All so very drunk."

It may have been about three A.M. in the September night on the Island before all fell silent again. Then, perhaps 10 minutes later, more German chant in a youthful voice. A straggler.

The same two Greeks climbed up again. Some struggle must have followed, and they came back with a trophy: a German lad, 17 or 18 maybe. They frisked him while he wetted his *fieldgrau* pants. Just papers and money. Nothing harmful on him. Also, German cigarettes and a turnip-sized lighter and a hand-generator energized flashlight. All that was divvied up among our "clients". Then, why Keith wondered, they gagged and tied him. He now looked more frightened still, and soaked his pants. Rightfully so, perhaps. The soul-deep hatred in Greek ranks made it totally clear that they'd do him in. "Droop 'im in da zee", one said.

But one among the sub's delegation mentioned the Geneva Convention. Some banknotes with King George's image on them disappeared into Dimitri's pockets. It felt like an eternity before the sub had resurfaced to deck awash, and flashed her brief, surreptitious

(Continued on page 5)

(Continued from page 4)

signal, and the landing party (including the German lad) headed back to Alexandria.

Upon arrival, the prisoner was handed over to Shore Command. Upon identification, they would notify the Red Cross as well as report to London.

Over time, some among the T-Boat's crew tried to learn what had happened to "their" P.O.W. All to no avail. But all concerned felt sure that, if he hadn't made it through the war, at least he wouldn't have been the victim of cold-blooded murder.

For the next month, the glorious (?) month of June, I will give a short, step-by-step report on how I progressed (ever so slowly) from a wind-up toy subma-

rine to four ever more complex RC models. Till then, I'll try to hold my own while regaining some strength and motivation.

Romanus Unicum



Model Boat Regatta

May 15, 16, 17, 18



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Old Wood & Rusty Iron

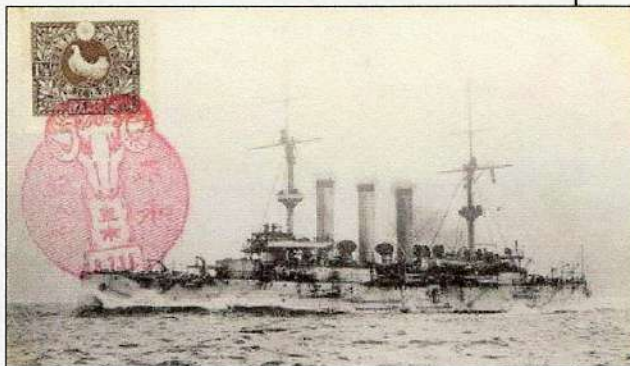
Some Ideas for 2010

by MIKE CREASY

The past 100 years have seen plenty of changes in the naval scene on Canada's west coast, as the new Dominion struggled to make its way in a changing world. That it survived wars, the great depression, endless political intrigue and an eternal reluctance to spend money on our own ships, is testament to the character of our little navy. As we consider how best to participate in the 100th anniversary celebrations, it seems appropriate to look back at some naval vessels that have had a direct impact here – ships that we should remember in Victoria – as possible candidates for that next modelling project.

Top of the list has to be **HMCS RAINBOW**, a 20 year old Apollo class cruiser purchased from the Royal Navy in 1910, intended to carry out inshore patrols and provide a means of training Canada's new navy. In July 1914 as the world prepared for war, **RAINBOW** was called upon to escort a shipload of illegal immigrants from Vancouver harbour. Fortunately, the **KOMAGATA MARU** was armed with nothing more than lumps of coal and **RAINBOW's** mission was successful. Only days later however, she was dispatched on a mission from which she was not expected to return.

The powerful German Asiatic Squadron of Admiral Graf von Spee had been pushed out of the far east by Japan's entry into the growing European conflict; the beginnings of the Great War. It was believed that the Germans would strike at traffic off Canada's west coast (the US was still neutral) and Canada's sole west coast warship was sent on August 5, 1914 to intercept them. With no high explosive shells for her 6" guns, carrying only half her normal crew complement, the signal from Ottawa ended with the admonition to..."remember Nelson.....All Canada is watching." Patrolling from Mexico to Prince Rupert, **RAINBOW** never found the enemy. During her absence, near panic ensued in the streets as the German cruisers were expected to drop the hook in front of the Empress Hotel at any time.



Relief came in the form of a pair of large Japanese cruisers, the **IJN IDZUMO** and **IJN ASAMA**, which pulled into Esquimalt on August 25, 1914. Banks reopened and people heaved a collective sigh of relief, earning the Japanese ships a spot in BC's naval history. World War 1 got going that fall; mainly an Atlantic affair for Canada's fledgling Navy, and to Canadian sailors serving in the Royal Navy. One very notable exception to this was the only loss of a Canadian Naval vessel during the First War, **HMCS GALIANO**.

GALIANO and sister ship **MALASPINA** were built for fisheries patrol and lighthouse re-supply work on the west coast. Commissioned into the RCN in 1917, both ships continued with these and other duties from their Esquimalt base. In October 1918, just days before the end of the war **GALIANO** was lost in a violent storm between Cape Scott and Cape St James. A memorial to her loss can be found in the southeast corner of Ross Bay Cemetery.

HMCS THIEPVAL certainly deserves mention. A 130 foot Battle-class trawler, she was a fixture on the BC coast for many years on naval and fisheries patrol duties. In the summer of 1924, the ship was selected to provide support for a daring "round the world" flight by British Sqdn-Ldr Stuart MacLaren in a Vickers Viking flying boat. **THIEPVAL** was sent ahead to establish fuel dumps through the Aleutians, becoming the first RCN ship to visit Russia and Japan, but the adventure ended when the Vickers crashed in the Bering Straits. **THIEPVAL** recovered the wreckage and the unhurt explorers, returning all to Esquimalt where the big wooden propeller became a fixture in the officers mess. In 1930, the ship was lost on a rock in Barkley Sound and her 12 pounder was salvaged and mounted ashore in Ucluelet. The old wreck is now a popular



dive destination in only 40' of water.

The auxiliaries **HMC SHIPS LAURIER** and **MACDONALD** have to make the list. These 113-footers were built side by side at Quebec City in 1936 for the RCMP and commissioned into the RCN in 1939 for patrol and escort duties on the east coast. The ships were turned over to the Department of Fisheries in 1946, and became fixtures on the west coast as the **CGS LAURIER** and **CGS HOWAY**. Both are still around, now in private hands.

Armed yachts and Fisherman's Reserve boats should be on the list too, since these little vessels filled some big gaps in a navy stretched to its limits. Names like **NORSAL**, **SANS PEUR** and **FIFER** large yachts pressed into service for patrol and inspection duties, often the only naval vessels seen regularly by the public. **Norsal** sank in 1990, but **FIFER** (in all her restored glory) is n



ow for sale in San Francisco. Only \$950,000 US..... maybe a model would be cheaper?

- 30 -

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The Gumboot Navy. Carol Popp, Oolichan Books, 1988

DENTON'S LOCKER

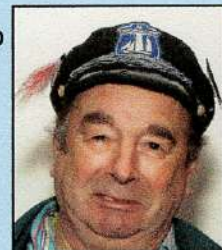
From the library, I have been cleaning up the plans section, and I had no idea that we had over 100 sets of plans, some of them are really complete, some of them could be used as reference only, but some of them may be suitable military models for next year's anniversary.

There are a lot of good reading in the books, Dave Dyer has given us some new books, I found one extremely interesting on the history of the Union Steamships. One book I have just finished is "The Maritime History of Vancouver Harbour", by James Delgado.

We have a meet coming up May 15 to 18 in Maple Bay, in conjunction with the Maple Bay Wooden Boat Celebration, always a fun event, Mostly a tow boat trial with some really nice stuff to browse. So ask a friend to split gas expenses, and go there for the day.

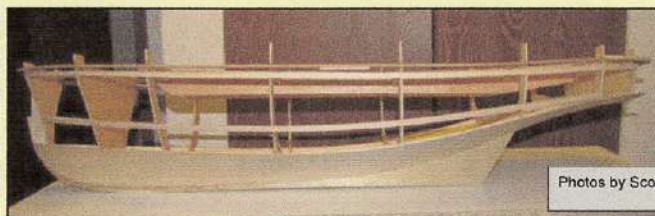
The next event for us is the 24th of May. This will be a tow boat event, but not limited to tow-boats in the least. 'Run what you brung' will be the order of the day. We have successfully towed a barge with a sailboat, and the maneuverability was something to behold, makes me think of putting a fin keel on my tug. The weather will be nice, the slough will be cleaned, and we will have a fine old time.

Dave Denton



Shelley Foss Update

In last month's article I jokingly called this boat "Firewood". Well, the joke has become its name. Few can argue that naming a vessel is a serious thing. It should have some meaning for its owner. So I have chosen to call this tug "Firewood". Why you ask? Well, I can honestly say that during the building process, there were several times I thought it might become just that.



Photos by Scott Munford

Adding the frames was easy compared to the chines. Again, I chastise Dumas for their lack lustre instructions & diagrams. I even scoured the Internet for help. I did find someone who posted some pictures of their build to help me out with what to do. They got just a little further than I was at and decided it was not working out and junked the build. Could this be an omen for things to come?

I first started using carpenter's glue with two-ton strength to attach the chines. Seemed to hold all right, though shaping it to the hull was a bit difficult. Needless to say I used an abundant supply of clamps. Took it very slow as not to make a mistake. But since this is my first frame build, of course I did. I think I have everything in the proper place. Time will tell. Now came the fun part, attaching the hull pieces. I used Marine Goop for this process. During this step, I learned that carpenter's glue was not going to cut it. When I clamped the hull piece to the chine, it broke away very easily from the frame. So I had to re-attach the chines

with Marine Goop. As I started to glue the hull together, I became so frustrated that I actually considered chucking the project.

So the next step I thought was to toss the hull, buy a fiberglass hull and use the Dumas superstructure. I actually went so far as to buy a hull from England, as pictured. Its 42" Loa, with an 11"



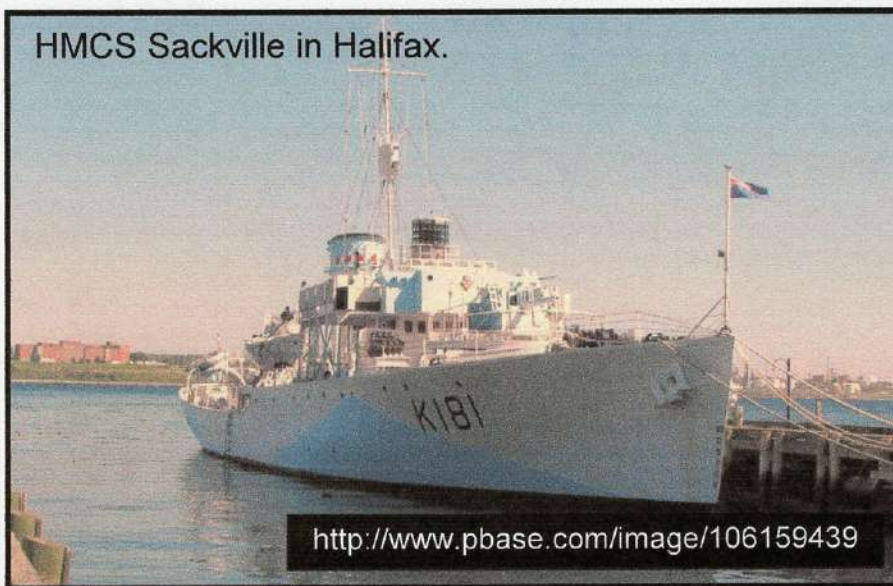
beam. Comes with fiberglass superstructure, deck and deck lid. I got it for 50 pounds. But I don't want to admit defeat just yet. As it stands right now, I have the lower hull pieces attached to the frame. They are not going to come off. By the time I'm done, I won't have to waterproof it, there will be enough Marine Goop in the hull it will never leak.

So that's where I stand right now. I'm hoping I'm over the real tough part but generally satisfied for the moment with my progress. As for my other hull, well if "Firewood" actually turns out, then I guess I just have to build another tug. A fiberglass hull is a terrible thing to waste.

Scott Munford



HMCS Sackville in Halifax.



<http://www.pbase.com/image/106159439>



Ship model building contest celebrates Canadian Naval Centennial *By Virginia Beaton, Trident staff*

The Canadian Naval Memorial Trust (CNMT) has set up a national ship model building contest for the Canadian military community.

"This is what we have decided to do in honour of the Canadian Naval Centennial," stated LCdr (ret'd) Jim Reddy, First Lieutenant in HMCS Sackville.

The contest participants will build models of corvettes and according to Reddy, "We'd like to draw attention to how important the corvettes were in the Battle of the Atlantic and in the development of today's Navy." The contest also will honour Sackville, the last remaining Second World War corvette, he noted.

The competition is open to any unit, headquarters section or part of the CF. Reddy stated "We'd welcome it if, say, a group of army engineers from Petawawa built a corvette model."

The model to be used is Revell's Snowberry Flower Class model kit number 05061. These kits are available from the CNMT or from model shops. The model may represent any Allied corvette, with an appropriate paint scheme.

To receive a model kit and so that the OPI may track contest participants, prospective model builders are requested to send a letter to the CNMT with the following information: the name of a responsible OPI who agrees to build or oversee the model construction and agreement to rules of competition, and CO-level concurrence.

The judging is based on photos of the completed models and consideration will be given to assembly quality, paintwork and originality of theme.

Competitors should submit three eight by 10 inch photos that display a clear view of the bow, beam, and quarter views set against a plain background. Photos should be taken at 20 degrees above the plane of deck level so the upper deck detail is clear. The ship must occupy 90 per cent of the horizontal length of the eight by 10 inch photo.

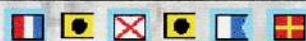
The mailing address for the competition is: CNMT Centennial Corvette Model Competition, c/o CPO1 (ret'd) Graham McBride, HMCS Sackville, PO Box 99000, Stn Forces, Halifax, NS, B3K 5X5, or by email at gramar@ns.sympatico.ca.

All photos of completed models must be received by February 1, 2010. The winner will be announced during the CNMT Battle of the Atlantic Dinner in Halifax.

The contest's prize is a wood-based glass display case with a brass plaque honouring the winner.

For more info contact Ron Hillsden, (250) 479-5760.

Nautical Trivia by Dave Taylor



Fag-end

The end of any rope, but particularly applied to the end of a rope where the strands have become unlayed and have frayed out.

Fiddle

A rack fixed to mess tables on board ships in rough weather to prevent crockery, glasses, cutlery etc. from sliding to the deck as the ship rolls and pitches.

Flotsam

Any part of the wreckage of a ship or her cargo that is found floating on the surface of the sea. to be flotsam it must be floating and not on the bottom of the sea, when other questions of ownership arise.

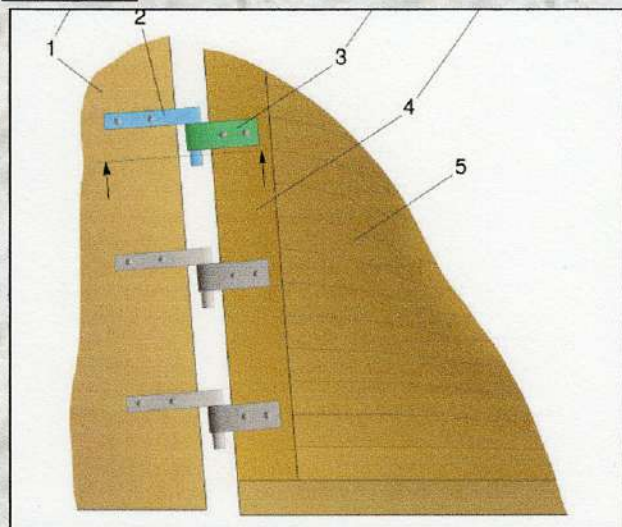
Futtock

One of the separate pieces of timber that form a frame of rib in a wooden ship. There are normally four, or occasionally five, futtocks to a rib in a ship of modern size. The nearest one to the keel is known as a ground or naval futtock, the remainder being called the upper futtocks.

Grommet

A rope ring formed by laying up a single strand of rope three times and used originally to fasten the upper edge or luff of a sail to its stay.

Gudgeon



The metal plate with an eyebolt on the sternpost or transom. Normally a gudgeon and a pintle are fitter to hold a rudder steady. Gudgeons & pintles are today used only in boats and very small yachts. The main value of this fitting is that the rudder can be unshipped when not in use