



September 2005 Volume 27, Issue 9

# The Binnacle

<http://members.shaw.ca/vmss>

Victoria Model Shipbuilding Society  
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## ON THE HORIZON

### INFORMATION ON UPCOMING EVENTS

Sept 8      *September meeting*  
October 13      *Work Point simulator. Map on next page.*  
December      *Christmas dinner by Lockley's*



**MEETINGS:** Second Thursday 7:15-9:15  
313 Brunswick Place      Next is October 13.



**POWER:** Sundays 10 – 12  
Harrison Model Yacht Pond



**SAILING:** 3rd Sunday 1 – 3 PM  
Beaver Lake      Next is Sept 18.



**LANGFORD LAKE NAVY** Wednesdays  
9:30 at Langford Lake



## From the Bridge

"We are through the mid-summer season successfully and the busiest show time for us in recent years. Largely due to the Tall

Ships event we undertook more than we normally do and it taxed our resources. That we were successful is because of the efforts of many led, by a few "stalwarts." It has placed us on a sound financial footing for the next couple of years and leaves us free to focus on our own activities for our own benefit. I believe we need to shift our attention to improving the sail and power programs. Central to both these programs is improving the usability of Harrison Pond which the Executive have discussed and are moving forward. We will have more to say on this now and at future meetings.

We also need a slate of Executive to take us into 2006 so I would invite all to consider taking a larger role in VMSS. I am looking for a relief after 3 years as President. With "new blood" comes new ideas and enthusiasm and that is what we need now to keep us moving forward." Ken S.



Our Port Angeles member, Rob Johnston died of a heart attack at age 67 on Aug. 13, 2005. We hadn't seen Rob for a couple of years as he had been ill, but at one time he travelled to every meeting on the MV Coho. He was also a keen helper at work parties and regattas before illness prevented his attendance, to his huge frustration.

He will be remembered here for his shrewd comments and for his fine and earthy sense of humour - he used to joke that he enjoyed his trips to Victoria because he was building a model of the Coho and each trip was research. His favourite expression can't be repeated in this journal but it summed up his attitude to life!!

Apart from being a member of the Victoria Model Ship Building Society, he also belonged to the Society for Creative Anachronism and the Archery Club, and was the Regional Commissioner for the Clan Johnston in both Northwest USA and Western Canada.

Rob was a Vietnam veteran and worked for the Lower Elwha Klallam tribe as a drug and alcohol counsellor. He helped make the first paddle for the Lower Elwha tribe's Seattle Paddle Journey of 1993-94.

Survivors include his wife Jeannie; a stepdaughter, two brothers and one grandson. He will be missed.



**Robert Carl Johnston**



# Victoria Model Shipbuilding Society

Regular Meeting – 11 August, 2005

## Minutes

The Vice-President reviewed arrangements for the Summer Picnic, and the Saanich Fall Fair.

Mike Woodley will replace Ed Boddaert as liaison with City of Victoria Parks Department.

The evening's entertainment was a presentation by Romain Klaasen on the challenges in making working model torpedoes.

## 2005 Executive

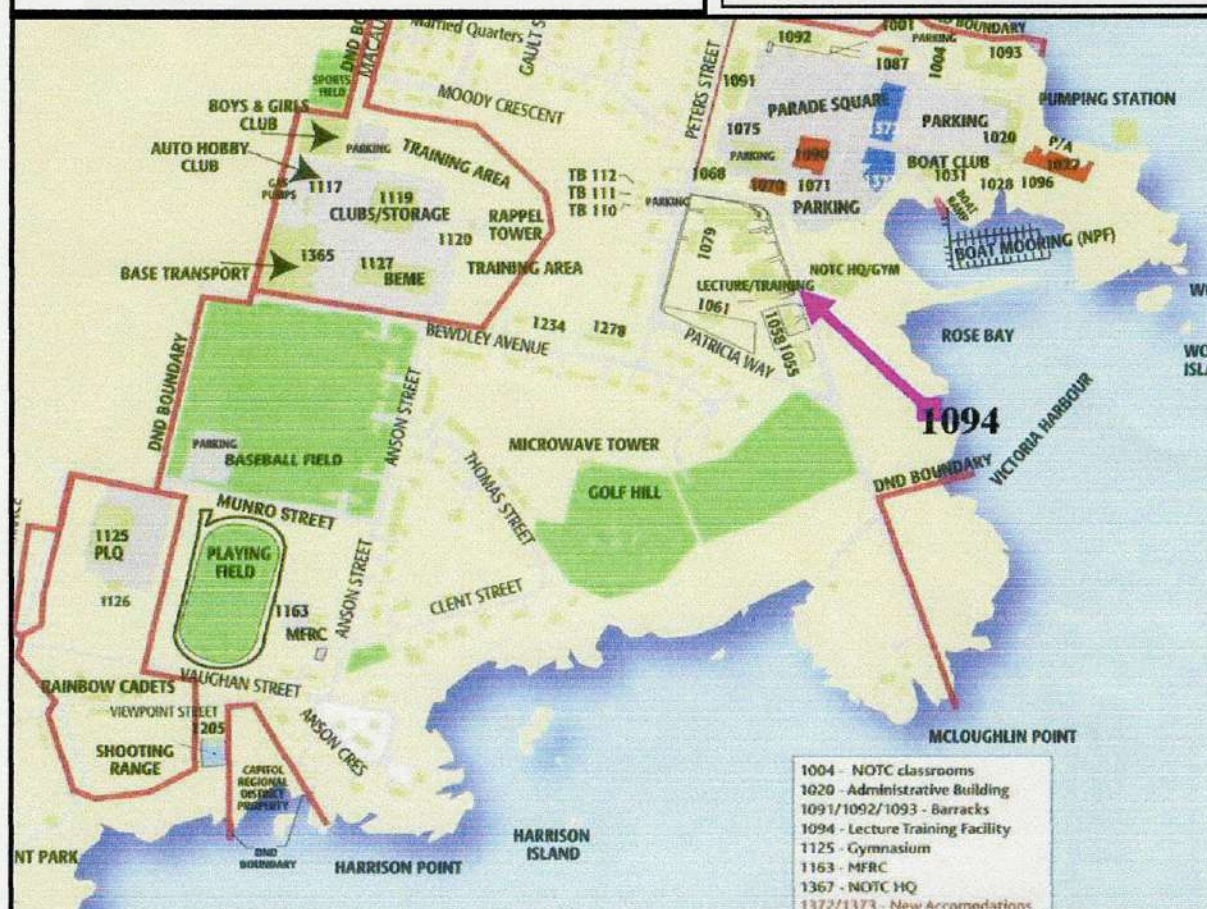
President	Ken Scotten	472-6187
Vice-Pres.	Dave Denton	478-1800
Secretary/Treas	Tom Pound	595-6487
Entertainment	John Gough	479-1843
Binnacle Editor	Ron Hillsden	479-5760
Assistant Editor	Bill Sturrock	479-0239
Quartermaster	Bob Rainsford	383-2256
Director at Large	Bill Andrews	479-2761
Director at Large	Mike Woodley	598-8379

### 2005 Committee Heads

Librarian	Jack Ross	478-3191
Publicity	Jack Ross	478-3191
Webmaster:	Ron Hillsden	479-5760
City Parks Liaison	Ed Boddaert	746-4459
Binnacle Mailing	Bill Birch	592-6456
Bandit Coordinator	Rick Rainsford	382-0898

**Here's the map for our October meeting at Work Point for a tour of the training simulator in Building 1094.**

(Thanks to Pres. Ken)





## THE SUB SUBJECT

AMONG THE TWO OPTIONS ANNOUNCED FOR THIS MONTH'S "Sub Subject," I managed to nail down President Ken Scotten. Sunny Sunday, great lunch, good conversation—all of it (save the weather) his treat.

Why did Ken, given the opportunity, decide to stay with the RCN's surface fleet? And this after he'd initially joined up, license already in hand, to be a pilot? Well, to be pilot in the Navy, you had to first become a sailor. So, in 1959, young Ken signed up. Right off the bat, he was taken on a four-month cadet orientation cruise. The South Pacific, Hawaii, Fiji, Australia, New Zealand .....every exotic cruise ship destination there is. That was enough to 'reorient' him 180 degrees in his career plans. Fresh air, the salt chuck (which, as a Winnipegger, he'd never seen) . . . the surface service it was to be.

Meanwhile, early in the '60s, Canada's forces pondered (as Canada's military and government are prone to do) the thought of keeping up with NATO's club members, and develop a submarine arm in the RCN. Toward that goal, they cut a deal with the RN and rented two fully crewed A-Class boats. The idea being that there really was no rush but that, gradually, the Brits would train RCN personnel to crew to-be-acquired subs.

All this was brewing and yeasting while, off Bermuda, serving in Lanark on NATO exercises, Ken and a fellow sailor were urged to sample submarine life. Aurochs ('Bullshit baffles Brains' was her motto) happened to be one of the exercise's target units, and she was to give Ken and his sidekick a taste of subbing

R. "When, where and how did you board her, Ken?"

K. "That was something. Really something. Before 6:00 a.m., on a windy day, in an about four-foot sea, we somehow got into one of Lanark's motor cutters, we bounced over to Aurochs, bumped the cutter against her couple of times, tried to clamber and struggle up the slick and curved saddle tank, slipped, slithered and got wetter than dishrags. But, hey, somehow we made it"

R. "Not totally an altogether auspicious start, uh?"

K. "No. And not even glad to be there. The foul air. The... well, stench. Really. No Coco Channel Diesel? Okay. B.O., kitchen odors, fecal matter, urine. All that n' more . . . like battery acid."

R. "But you had nowhere to go."

K. "Right. Anyway, the steward, after he woke up the Chief Engineer to make room for us at the 'table' in the 'mess room', (it measured about five by three as I recall), served us a 'red lead 'n bacon' breakfast. 'Red lead', in their parlance, is stewed tomatoes. Still, the taste was okay."

R. "Then got a tour of the boat?"

K. "Yeah, but first I wanted to use the one and only head."

That was okay, but a designated crew member was to show me the ropes on flushing it. I watched his manipulations first in amazement, then consternation and horror next. He'd manipulated sundry valves in precise sequence, but not precise enough. The can erupted Etna-like and the good man got camouflaged in liquid and more solid stuff from head to toes. A sight!"

R. "And just one can for give or take 60 of you?"

K. "And only one shower. But another thing: Our berths in the torpedo room were vertically spaced like library shelving. Tight. So tight the going joke was that any guy with an erection couldn't get on his mattress."

R. (Wiping ribs away ears, ribs hurting) "So you got a tad claustrophobic, Ken?"

K. "Not really. Just, — well...crowded. Just tight, very tight set against the surface fleet. And, say, not too hygienic either. With no space in the galley, the cook had to set out food trays in the passageway. We had to step over them till chow time."

R. "But generally, As I hear you, the crew was friendly and helpful."

K. "Oh sure. Showed us all there was to see. Explained procedures. Opened every hatch In' door: still, after a four-day eternity, I could've kissed the Lanark's deck. Air, space, sunshine. . . all taken for granted till you're deprived."

R. "And then, by and by, your 'surface' career took 'flight'. Navigation and Weapons Engineer, six years on Algonquin. Weapons Officer, Combat Officer, X.O. . . . on you went?"

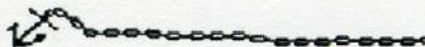
K. "Sure. And after a stint in Ottawa, a CPF, by '82 '83, I was handed command of the third Athabaskan. Next: three years as C. O. of Provider, then four years at Supreme Allied Command (SACLANT) in Virginia and, finally, Chief of Staff for three years here in Esquimalt —till I was put in charge of training, but now as a civilian."

R. "Nice going all the way, Ken. And never looked back on that weird submarine familiarization stint?"



K. "I did and I didn't. No regrets, but how submarine life has changed with time. Got out once on an Oberon, the Onondaga, and later the U.S.Navy gave me a day out on Bonefish- one of its then three Barbel-class boats. Yeah. Submarine life has come a long way of what I'd come to think of as primitive, low-rent camping."

R. (While raising a Canoe Club bitter) "I'll drink to that, Ken. High thanks for your time, hospitality and a glimpse into history. Wished, though, you'd told me a few whoppers."  
Romanus Unicorn



FOR IMMEDIATE RELEASE

## KLASS KOTE

DATE: August 14, 2005

### LOCAL DAWSON CREEK BUSINESSMAN PAINTS THE FUTURE BRIGHT WITH EPOXY PAINTS

(Dawson Creek, BC) Gordon Currie, CEO of Eldoren Design Inc., recently acquired the Canadian Distributorship for Klass Kote, a 2 part epoxy paint system that is suitable for many applications including meeting the demands of radio controlled model aircraft enthusiasts, including radio controlled boats, jets, and helicopters.

"I am excited about offering the Klass Kote 2 part epoxy paint system to the Canadian market. Radio controlled modelers have been asking for this product in Canada for years!" commented Gordon Currie of Eldoren Design.

Currie, who is no stranger to the modeling industry, has been building models in plastic, balsa wood and fiberglass since he was 8 years old. Some of the more recent models that he has built include: a scale 206 Jet range helicopter - over 6 feet in length, a scale DC-3 twin engine airplane, a quarter scale Piper J3 on floats, and a scale model of the USS Constitution warship.

"For many, the Klass Kote epoxy paint system is compatible with other brands including K&B Superpoxy and HobbyPoxy brands" says Currie, but what really excites him about the product is its versatility, that it is fuel proof. There is very little 2 part epoxy paint on the market that has such a wide range of colours that Klass Kote offers. The product comes in various sizes including 1/2 pints which are suitable for radio controlled modeling.

"Bringing the Klass Kote Epoxy paint system to Canada allows Eldoren to market and support a product that was only available in the US. Now Eldoren can offer a high level of service and a quality 2 part epoxy paint system to fellow Canadian modelers at a reasonable price."

"With over 25 colours, and many military colours, this epoxy paint will appeal to a large audience." Currie mentioned. And because the paint is fuel proof, it cannot be damaged by the variety of nitro based fuels currently on the market.

For further information:

Gordon Currie, CEO/President

Klass Kote Canada / Eldoren Design Inc.

<http://www.klasskote.ca>

Ph: (250) 784-8383

Klass Kote™ Diversified Solutions, LLC.

#### QUIZ #1:

WHAT DID THESE SAIL AND STEAM VESSELS HAVE IN COMMON?

S.S. Archimides  
S.S. Taroga Park  
The Natividad  
S.S. African Ocean  
S.S. Inchcliffe Castle  
U.S.S. Delaware  
Schooner Golden Mary  
U.S.S. Keiling  
U.S.S. San Pablo  
S.S. Titan  
H.M.S. Calypso  
MARLIN SPIKE.

#### QUIZ #2: SEA TERMS

(MATCH THE WORD WITH THE CORRECT EXPLANATION)

ANSWERS: on page 6

MARLIN SPIKE.

1	SCUD	A	BOTTOM
2	FOTHER	B	DOUBLE ENDER SHALLOW DRAFT (KETCH RIGGED VESSEL)
3	NORWEGIAN STEAM	C	FLAT CALM
4	HOOKEE	D	A LEAKING HULL
5	GROUND	E	ELBOW GREASE
6	BRASS MONKEY	F	TO RUN BEFORE THE WIND
7	ALL HANDS AND THE COOK	G	A COLLISION MAT
8	IRISH HURRICANE	H	AN OLD SAILING CARGO VESSEL
9	BUGEYE	I	NICK NAME FOR CUNARD HOUSE VESSEL.
10	MAKE WATER	J	ALL THE CREWS ON DECK





# SAANICH FAIR 2005

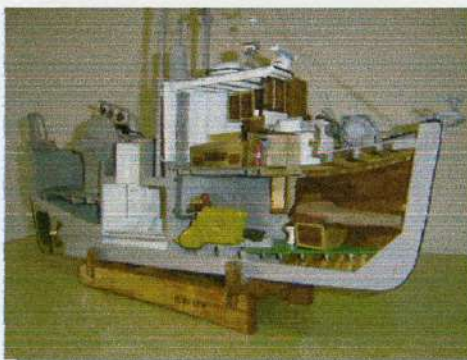
(Photos by Mike and Bill)



More to come on the sorry state of Harrison Pond. (MW).







Doug Allen's crosssection fish boat masterpiece. (Mike Woodley photo).



Interior detail of Doug's craftsmanship. (Mike Woodley photo).



2005 Foss Cup winner: Sean Burchett. (Mike Woodley photo).

The other day I needed some really small clamps, so I went down to Canadian Tire and looked for some nice little plastic ones that I had seen sometime ago, to no avail. I returned home in a distressed condition (some times the name of my truck) and thought what did I do in the old days when we didn't have a Canadian Tire? Shazam!!! We used clothes pegs. I stealthfully went to the laundry room and liberated a fistful and disappeared downstairs without being detected. I modified them by sanding off the opening end and they worked like a charm, but they needed to go a little deeper, so I took them to the scroll saw and lengthened the little round hole back to where it seemed most likely to the job, and presto I have a superior product at a very reduced price. Take a look at the picture, commit it to memory, and use it someday and remember Dave Denton and his "Distressed Condition" (truck)



ANSWERS:

D	10
B	9
C	8
J	7
I	6
A	5
H	4
E	3
G	2
F	1

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