

April 2018 Volume 40 Issue 4



THE BINNACLE

Victoria Model Boats
Victoria, B.C.



Dealing with conflict.

Mike Creasy.

Visiting two master's workshops.

Rick Gonder



Fort Ships and Park Ships

Edward White



<http://www.vmss.ca>





Hello Everyone,

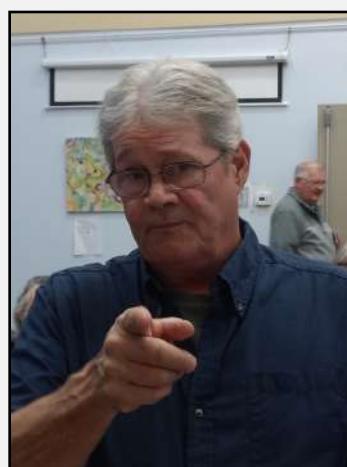
We are all patiently waiting for the weather to come around so we can get out to the pond.

I'm hoping to see all the winter's work, the new ships and the refits that everyone has put together this past(almost) winter, and I have a ship or two to get into the water as well.

The Pond is looking very very nice, it's just been cleaned again and appears to stay clean much longer now that the Weeping Willow is gone from the North side.

We will have lots of updates on up and coming events at this week's meeting as well as the vote on the Constitution and Bylaws, so we need a really good turn-out. Please attend the meeting.

Thanks,
Mike Bush.



2018 Executive Committee

<i>President: Mike Bush</i>	418-5527
<i>Vice-Pres: James Cox</i>	382-3266
<i>Secretary: Bev Andrews</i>	479-2761
<i>Treasurer: Mike Creasy</i>	888-4860
<i>Director @ Large: Bill Andrews</i>	479-2761
<i>Show Coordinator: Vacant</i>	
<i>Binnacle Editor: Edward White</i>	385-6068
<i>Quartermaster: Bob Rainsford</i>	383-2256
<i>CRD Liaison: Adrian Harrison</i>	592-4232
<i>Parks Liaison: Mike Claxton</i>	479-6367
<i>Sailing Director: Peter Stevens</i>	656-8999
<i>Membership: Bev Andrews</i>	479-2761
<i>All above area code (250)</i>	

ON THE RADAR



Upcoming Events

Sunday May 6th. Battle of the Atlantic.

May 19th.-20th. Wooden Boat Festival, Maple Bay.

June 15th.-16th. Father's day at Heritage Acres.



**Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Road**

Upcoming meeting: April 12th.



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



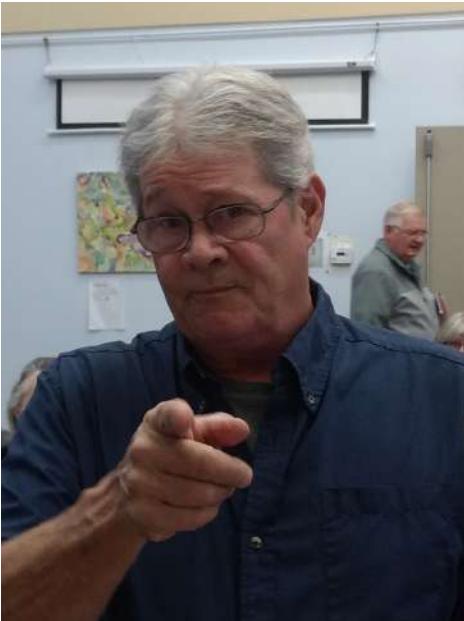
**SAILING: 1st. and 3rd. Sundays
Beaver Lake**



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



Your Club



Needs You !

We need every member possible to attend this Thursday's meeting and vote on the new Constitution and By-laws.

But every voter must be a currently paid-up member, and if you have not paid your 2018 dues, the by-laws say that your membership lapsed at the end of March. So if you have not yet paid, please bring your dues (\$35) with you and see that Bev gets them before the crucial vote.

We don't want to penalize anyone, we want you at all our meetings anyway, but just for this particular vote, we are obliged to limit it to paid-up members.

Also, we won't have a lot more copies of the Resolution to pass out, you have all been mailed one. So, if you want to get into detail about it, please bring your copy.



March Show and Tell.

Mike Creasy , (with Mark Giles as Vanna), showed a plan he has had for some years of "Laurentian Hill" a Fort class ship built in Canada in WW2. These Fort class and the similar Park class ships were built as replacement ships for the huge losses in the merchant fleet. They were similar to the American built Liberty ships. A number were built in Victoria.

Mike is still thinking of building this model to 1:100 scale, and has a number of copies of the plans. At the end of the meeting Mark persuaded him to part with the set Mike brought to the meeting with a view to maybe making up a mould for fibreglass hulls.



Jim Cox showed a little idea that he had invented. Turn the spring round on an ordinary wooden clothes peg, and you get a small clamp with a very slim head that can reach into otherwise awkward places. Jim told us he got a slight snort from Mike Creasy about the originality of the idea, but it is worth showing to all of us as another solution to the eternal clamping problem.



A photo from Jim Cox of Sweeny Todd at Harrison Pond.
Just because.



Dealing with Conflict in a Small Society

All Societies will occasionally encounter disagreement, outright conflict or worse between members of the group. In a small Society, the effect can be difficult to deal with.

Assuming that a private chat with each of the parties does not resolve the matter, elected directors are faced with the decision of whether or not they should become involved. After all, the directors of most small Societies are simply members like any other, volunteering their time to help with the day-to-day functioning of the Society.

Directors may not be experienced in conflict resolution, mediation or arbitration.

If directors decide to become involved, they have few tools available beyond expulsion.

Section 70 of the Societies Act (available online at <http://www.bclaws.ca/civix>) says that the board may discipline or expel a member by special resolution. Reasons must be clearly stated, the member must be given the right to defend his/her actions, and a two thirds vote is required.

Discipline could be in the form of a monetary penalty, but the likely result would be an unpaid debt leading to refusal to accept membership renewal in the following year - essentially a slow motion expulsion.

Either way, the potential for an escalating conflict is very real.

The decision to act probably means that directors should hear both sides of the dispute and decide which is the aggrieved party, and how serious the offense. Difficult decisions, especially in a small Society.

It should be noted that the use of Section 70 is at the discretion of the directors, not by individual members, so there is no need to restate this Section in Bylaw form.

Should the Board seek legal advice in stating the reasons for an expulsion? Probably.

If the Special Resolution passes, it is sure to leave some scars behind, particularly if the vote was not unanimous. Keep in mind that ending a membership does little to resolve cases where conflict occurred outside club events.

What if the vote does not pass? One wonders.

If directors decide not to act, either party has other options available:

1. Walk away. This is hard to do, especially after a dispute has become a heated argument, but is often the best course of action.
2. Call the Police. If a dispute becomes physical, or if it continues to the point of ongoing harassment, the police should be called. Police can help to calm things down, and will deal with a physical assault, but their role in cases of ongoing harassment might be limited, leading to the third option.
3. Seek legal advice and assistance. This could end up as a civil action in the court system, where all manner of enforceable remedies may be available.

Whatever course of action is taken, there will be winners and losers. The biggest loser will be the Society itself and all the members who may not have been involved in the original dispute.

The need for respect and civility between all members is paramount.

This is not intended as legal advice.

Mike Creasy, Treasurer

Victoria Model Shipbuilding Society

Bet I couldn't shoot this one again!



A Two Shop Tour Rick Gonder

My friend Gerry Julian, from Northwest Radio Control Ship Modellers recently accompanied me on a two shop tour. The first stop was at Ron Burchett's shop in Crofton. Ron specializes in commercial training and design for the tow boat industry but also sells hulls and parts to the hobbyist.



This is a training tug that was in for servicing. It's used to train tugboat Captains.

This is a recently finished training tug. It will be pushing an approx 14' barge in which the operator will sit with the control module.



Electronics package for the pusher tug.

A couple of fish boats under construction. Both have fully functioning gear.



A test tug used for training.





Ron is experimenting with 3D printing of parts.

One of Rons fully operational personal models.



Our second stop was at Ove Tellerup's shop in Maple Bay. Ove builds static models on commission and also does repair work. Ove's models are all hand built using the same materials used on the real boats. Everything is developed in house and his models are fully detailed inside and out.



This fish boat is Ove's current project.



One of Ove's customer models in for repairs.



This is a model of a real boat built by Ove. The family lived on it for 15 years.



And three more for luck.

Fort Ships and Park Ships

At our March meeting, Mike Creasy showed a set of plans for a 1:100 scale model of Laurentian Hill. Laurentian Hill was a 10,000 ton tramp steamer, launched in June 1943 at the Burrard Dry Dockyard Company, North Vancouver yard as the Fort Brandon. (Taygetos was a later name) She was one of 353 similar ships built in Canada during World War II, as the Canadian contribution to the emergency shipbuilding program in North America, replacing losses largely on the North Atlantic route, Britain's lifeline throughout the war.



Under the same programme, the U.S. built 2710 Liberty ships, and 60 Ocean class vessels. All these vessels were powered by a single, Triple expansion, steam engine, developing 2500 horsepower at 76 rpm.

I want to tell some of the Canadian story here.

I'll begin it with J.L.Thompson and Sons, Ltd, the owners of the North Sands Shipyard in Sunderland, North-East England. The company was founded in the mid 1800s. building wooden ships, and underwent a major overhaul in 1870 to prepare for steel vessels. The company prospered up to the 1920s. but the depression of the "thirties" brought all production to a halt. By then Major Robert Norman Thompson and his son Robert Cyril Thompson were in charge and evolved a new design to be cheaper to build, with improved performance. The first of these, Embassage, was launched in 1935, and orders again came in.

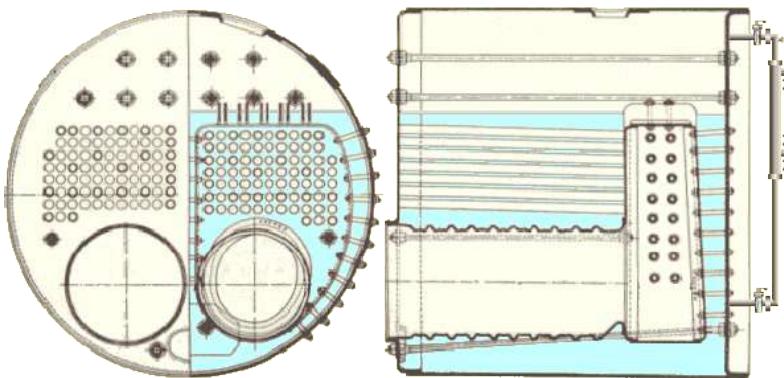


Embassage became a standardized design, known as the "Economy Steam Tramp" and later, a little longer and wider, as the "North Sands Design". The Thompson yard produced 18 of these ships over the next 4 years, so the design was well proven and well known by the outbreak of the Second World War. Two of the later ships in this series were Dorington Court, 1939, and Empire Liberty, 1941. Empire Liberty, in spite of the coincidence of names, was not a "Liberty ship" of the American built series.

Then, in September 1940, with British merchant shipping losses mounting rapidly, the British government formed the British Merchant Shipbuilding Mission to North America, to seek out manufacturing facilities in the U.S.A. and Canada to build rapid replacement. It was headed by Robert Cyril Thompson, and with him was Harry Hunter, of North Eastern Marine Engineering. They brought with them the working drawings of the "North Sands Design" together with the drawings of its triple expansion engine. The engine was an old and very well proven design, spares and repair shops available all over the world. They quickly found that existing U.S. shipyards were solidly booked with work, and that new facilities would have to be built to carry the programme through.

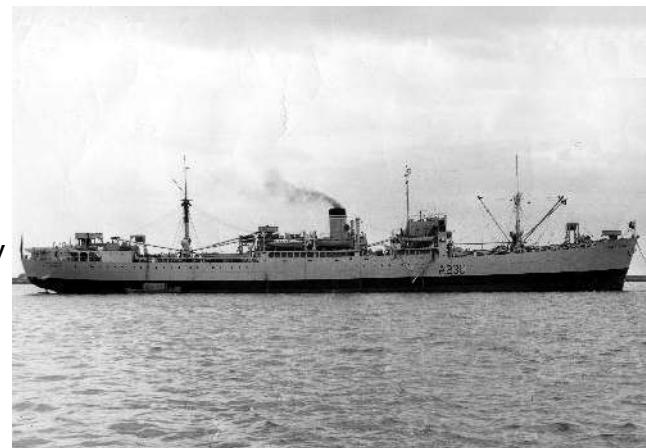
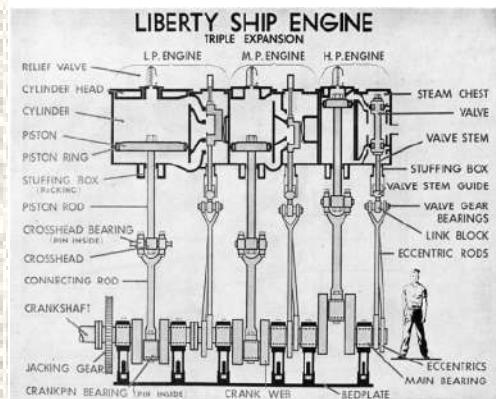
The ships were to be coal fired, because that was the primary fuel available to Britain, using 3 Scotch Boilers to a standard British design.

The North Sands drawings were modified by Gibbs and Cox, a New York naval architect to allow for welded construction instead of the original riveting, and that was the basis of an order for 60 "Ocean" class ships to be built in the States. Further work by Gibbs and Cox resulted in the "Liberty" ships.



But that story will be for another time, this article is about the Canadian effort. And the Canadian effort was huge in comparison to its resources. There were in total 353 Forts and Parks to the North Sands design.

In Canada, the Mission found that Canadian Vickers and Davie Shipbuilding on the East Coast, and Burrard Vancouver on the West, could be able to build the North Sands design. These yards started with the unmodified British design and the first launches in Canada were in October and November 1941 on the East and West coasts respectively. Other yards, notably Victoria Machine Depot right here, joined in the programme, and production continued right through the end of the war. (Fort Langley, to the right, was a VMD build.)



The engines were made in a variety of foundry/machine shops all over both Canada and the U.S.

The Canadian built ships were named for Canadian forts or for Canadian parks. The Canadian government formed the Park Steamship Company in April 1942 to oversee the purchase and construction of vessels that were to fly the Canadian flag rather than the British. There were 132 of these to the same North Sands design, and then the Park company also had built 43 smaller 4700 ton freighters and 6 Great Lakes tankers to which they gave Park names.

That being said, there were two variants to the North Sands design built in Canada. These were made to change the fuel used. The "Victory" type was a conversion to burning oil instead of coal, the three "Scotch" boilers being replaced by two water tube boilers, and all the coal bunkers eliminated. The second variant was the "Canadian" type, which added oil burners to the "Scotch"

boilers, reducing but not eliminating coal capacity, simply for the sake of versatility.

So, what we know as the "Fort and Park" ships were tramp steamers, 425 feet long between perpendiculars, 440 feet overall. Their deadweight tonnage was 10,500, and their speed 10.5 knots. Their engines were triple expansion steam, 24 1/2 inch, 37 inch, and 70 inch cylinders with a 48 inch stroke. Steam pressure was 220 lbs/sq.in. and coal consumption around 35 tons per day.

They weren't fast, they weren't glamorous, but one of these arriving in Liverpool could bring enough to feed nearly a quarter of a million British people for a week. That alone makes them beautiful!

They sailed through the Uboat wolf packs of the North Atlantic, they plodded at an average of around 9.5 knots all over the world and endured losses wherever they went.

After the war, the Liberty ships and the Forts and Parks formed the basis of the world's merchant fleet under many flags, and continued in service right to the end of the 1960s.

There's a "human interest" rider to this story that I was surprised by. This from Robert Cyril Thompson's obituary. On December 14th. 1940 he was a passenger on the Western Prince on his way back to Britain. The Western Prince was torpedoed by U 96 (Heinrich Lehmann-Willenbrock), about 400 miles from Cape Wrath at 7.20 am. While the ship settled by the bow the U-boat submerged to reload its torpedo tubes, resurfaced and waited till the crew and passengers abandoned ship in lifeboats. Another torpedo finally sank the vessel at 10.21.

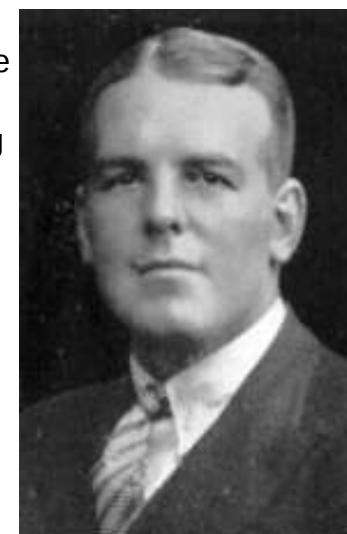
Thompson was 9 hours at the oars in one of the lifeboats before being picked up, but he managed to save many of the important documents from the Mission.

He made further visits to the U.S. to set up the shipbuilding project, and oversaw the construction of an extended prototype, the Empire Liberty, at the North Sands yard.

But strangely, in 1943, Thompson left the Company and the shipyard and joined the Royal Air Force at the bottom rank. He trained as a flight mechanic, became a flight sergeant and served in Italy. Ultimately commissioned, he returned to the shipyard after the war. He died in 1967 at only 59.

How a man so central to the most strategic of all second world war efforts could have been allowed to serve in combat baffles me.

There will be more to come in future issues. And I think we will all be watching Mike Creasy and Mark with great interest in their efforts to build their models.



Sources:

A Great Fleet of Ships (The Canadian Forts and Parks). S.C.Heal.

Wikipedia (Lots)

U-boat.net

ghgraham.org



For Sale and Wanted.

MARINE MODELS FOR SALE Rick Gonder forwarded this, quite an opportunity for anyone wanting to build a static model.

MODEL	DESCRIPTION
1. Mary Ann	Billings, trawler, 1/50 scale comes complete with all running gear except receiver Billings hardware included. Boat started but not much done.
2. St. Canute	Billing, Baltic tug, 1/50 scale could be converted to R/C
3. Corvette	Matchbox, 1/72 plastic, old standard comes with Sirmar bits, also spare FRP hull (was going to make it into the Sudbury)
4. Krabbenkutter	same boat as Mary Ann
5. Motorlogger birgitte	Billing, coastal boat, 1/50 scale, sail
6. Fregatten 'Jylland'	Billing, steam/sail ship (huge!)
7. CSS Alabama	Mamoli, confederate raider, reference book available as well
8. Norden	Billings, 1/30 scale coastal fishing boat
9. Scottish Maid	Artensania Latina, coastal English sailing ship 1839
10. HMS Sultana	Model Slipway, top masted schooner, solid model 1768
11. Carmen ii	Artensania Latina, tuna fish boat, 1/40 scale, 585 mm long
12. Sainte Marie	Artesania Latina, French tuna boat, 1/40, 755 mm long

On Mar 22, 2018, at 10:43 AM, Bob w <capt-bob@hotmail.com> wrote:
Hi Rick:

Thanks for replying to my email concerning my models. Having looked at what I have I don't think there are many 'pond' models among them. They are mostly old Billings models that require the

hulls to be made (no styrene hulls here I'm afraid) and most are sailing models.

I have attached a list of the ones I am willing to part with, for your info.

While I don't want a lot of money for them I would like to sell the following models as they cost me a lot, one way or another:

- | | |
|---------------|---------------------|
| 1. Mary Ann | - \$50 |
| 2. St. Canute | - \$25 |
| 3. Corvette | - \$50 |
| 4. Alabama | - \$75 (incl. book) |
| 5. Carmen | - \$15 |
| 6. St. Marie | - \$15 |

All not including shipping.

I will be more than happy to send photos if you are interested in any of these. None have been built although the Mary Ann has been started, bulkheads cut but not attached to the keel.

Thanks,

Bob (capt-bob@hotmail.com)

Wanted

Ken Lockley and friend are obviously getting hot and heavy with a garden railway.

I am looking for a G Scale Radio Controlled tug boat model. 1/24 scale would suit me fine. I can not have too big a tug though as I have a small pond with waterfall. I would say something approaching 50 feet (or less, 2 feet long in 11.24) LOA would be ideal. One that is nearly built or one that needs repairs would be fine (as you noted, I can finish or fix it without the investment in time I know I don't have).

I am also looking for plans for a G scale car float. Here I am thinking of selectively compressing a real car barge to a model that can carry four rail cars. I also wonder if there are any plans for car float ramp around? I will look at Ted Brewer's site tonight and see what he has.
Dave North dlnorth@telusplanet.net
or Ken Lockley lockleys@shaw.ca



The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

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