



THE BINNACLE

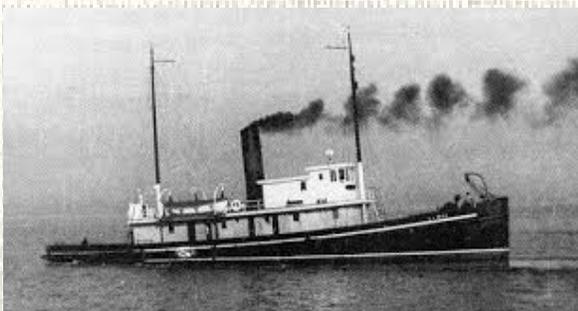
Victoria Model Boats
Victoria, B.C.



A nice cake and a good crowd at the Birthday Bash .

Ron Armstrong
The Club's First Ten Years.

Ken Lockley's Next Build
HMS Manxman



The Steam Tug Lorne



**From
The Bridge**

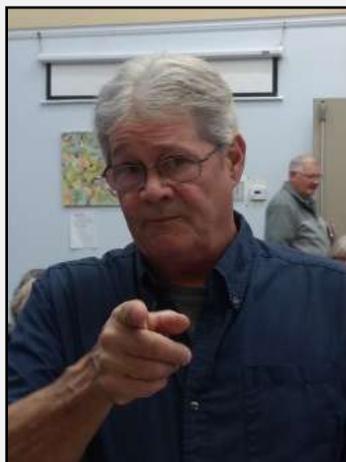
Instead of the President's message, I am making an apology for myself, as editor, for the late arrival of this edition.

Unfortunately last weekend, in the middle of my putting this together, my computer died. Of course it did this just too late to get to my favourite computer store before the long weekend. Then camping with the grandkids took up the week.

So here it is, a great start by Ron Armstrong to a four part history of the Club, a nice introduction by Ken Locksley to his next planned project, no minutes of the July meeting because it was just a fun evening at the pond, and the results to date of my own look at Victoria's own steam tug Lorne.

Remember, I'd much rather put out your words than mine, so if you have anything you'd like to see published in the Binnacle, it would be very welcome.

Edward.



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| | |
|--|-----------------|
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| <i>All above area code (250)</i> | |



ON THE RADAR

Upcoming Events

**Birthday Bash, Harrison Pond.
5th. August. Denton Cup and Steering Course.
Saanich Fair, Labour Day Weekend, 1st-3rd.
September, Saanich Fairgrounds.**



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

NEXT BUILD:

by Ken Lockley August 2018

I have decided to follow up on building M70, HMS Manxman, one of the "Abdiel" Fast Minelayers of the Royal Navy, circa 1939 - 1970. The HMS Manxman, which became the final vessel of the class remaining in service till 1970 and eventually scrapped.

This project will keep me occupied during the Winter, going through those grey days in Nov. to Feb. The

securing of plans is always a how to, and in this case, a great help was the fine article by Francis Macnaughton in March issue of "Model Boats" magazine. The recently purchased book, "Very Special Ships" will also be a great help. The most help is going to come from the paper model kit produced by "Answer" a Polish publication specializing in paper models which I was able to print off the pages from the Internet.



Some of you might enjoy the old flick "Sailor of the King". This film used HMS Manxman as the principal vessel in the movie. You can find it on YouTube using the www.youtube.com/watch=LN71WnXCDk4v.

In the 1960's "Airfix" models had Roy Cross do art work for them and I particularly like this painting done back then.



SCALERS, SAILORS, ALL SKIPPERS ON THE SHORE THE V.M.S.S. STORY

by
Ron Armstrong

The First Decade, 1978 to 1988

The Victoria Model Shipbuilding Society was founded by Robert Stewart in 1978. In April of that year he was asked to display his superb collection of period sailing ship models at the annual Rock and Hobby Show in the Curling Club, on Quadra Street. There he invited other interested modellers to sign an interest sheet and twelve responded. After several meetings, the V.M.S.S. was born and incorporated as a society on July 28.

The founders laid down the Society's aims:--

1. Further the development of Maritime model building
2. Provide an organization for the exchange of ideas, techniques, and information for members and non-members
3. Engage in projects for members of the society
4. Stage exhibitions and displays for members and for others if and when required.

The original intent was to restrict membership to those interested in period sailing ships---the original "Scalers"(I coined this definition to cover all those who build scale replicas of any vessel, past or present, for static display or radio control operation). After consideration it was decided to accept members who built all types of models.

Initially there were three categories of membership:...Senior; over 16; \$21 a year

Junior; 12 to 16; \$12 a year

Associates; no votes; \$5 a year

For the next five years static models predominated and members met once a month on Friday evenings in private homes. Gradually more radio controlled vessels appeared and in June 1983 the

club hosted its' first picnic at Second Lake in the Highlands, complete with fun boat (2 litre pop bottle) races for children. A BBQ with cake at vice president Jim Holt's nearby home followed. The first informal regatta was held at Durrance Lake in August. In November Bob Stewart suddenly and tragically passed away, missing the club's first Christmas Dinner at the Princess Mary Restaurant. Jim Holt succeeded him.

The next year the club, now 34 strong, added more services for members. A library with 30 books was organized, and "The Binnacle" newsletter was launched in the spring of 1984. In conjunction with worldwide popularity radio control use expanded rapidly, for both scale power and racing sail applications. The club continued displaying at the Annual Hobby Show in the Curling Club with a large and colourful exhibit that originally included a replica square rig mast stepped in an operating pool. Several members participated in Burnaby and Washington State regattas for the first time. Sail races became more organized at Elk Lake. In September the first true regatta was held at McMinns' secluded property on Mitchell Lake, also in the Highlands. This included static judging, a steering course, guests from all mainland clubs and was a great success. The cap to this exciting year was the offer from the Saanich Historical Artifacts Society to provide a half acre pond for our use on its' Central Saanich grounds. Christmas Dinner was combined with the Annual General Meeting at the Brentwood Inn in December.

1985 continued the pace of new developments. Membership having grown to 50, a larger meeting place was critical. It was found at Scout House on Marigold Avenue, with the 2nd Thursday of each month set as the date. In February Ron Burchett made a presentation explaining his professional model ship shows at EXPO '86 and his invitation for regional clubs to operate there on Sundays. The members agreed to participate on six Sundays through the Fair's run (the most of all clubs).

Harrison Pond was "re-discovered" and Fun Runs were held there every Thursday evening and Sunday morning, with many honing their skills for EXPO.

Sail races attracted several keen contestants in the E.C. 12, Star 45, and Marblehead classes. Doug Gilbert scored a patriotic coup for the club by winning the American National E.C. 12 Championships in Seattle. Rob Woodward started showing his dual talents as a fibreglass hull builder and top sail racer.

Work parties cleared brush and debris on the future Sandhill Lake site. Then the Vancouver Island Equipment Operators Association, persuaded by director Fred Haire, chose the site as its' community project for the year. On Saturday July 20 three excavators dug out the new pond from different directions. As they converged one operator asked me (the only Executive member present) "if we wanted an island?" I said "Yes," a fateful decision as it turned out.

The Annual Hobby Show, Lynwood and Clearbrook Regattas, and the Gordon Head Recreation Show were all well attended.

The highlight of the year was "Fallgatta", held again in September (so as not to conflict with other clubs' schedules) at Beaver Lake. It drew contestants from Nanaimo, the Mainland and Washington State. A very special guest was Loren Perry, editor of "Scale Ship Modeller", from Los Angeles. He summed up a superb day by saying "I just wish all North American regattas were as well organized as this one!" His review article praised our great scenery and urged ship modellers of the entire West Coast to attend EXPO '86.

Our annual Christmas Dinner and elections were held for the second year at Brentwood Inn. Ron became President and Ken Peterson Editor. His membership resulted from our new affiliation with both the Artifacts Society and the Vancouver Island Model Engineers, both executives of which he had served. He brought a wealth of live steam knowledge.

1986 was largely focused on our 6 Sunday performances at EXPO '86, from May 25 to October 12, with up to 10 members and models operating. Since we would be representing Victoria at EXPO, Victoria City Council gave us \$580 to help defray travel costs. Also the Executive negotiated with the Fair to obtain parking and passes for members participating.

A variety of models performed in the pool adjacent the Air Canada Pavillion, mostly tugs, but also including Harry Crosby's 10 foot(!) container ship "Star Galaxy", built under sponsorship by Star Shipping of Norway. She featured working cranes that trundled fore and aft and loaded and unloaded model containers. Jack Lenfesty's motor yacht "Daneborg" was there, as well as Doug Dyer's classy model of the coastal liner "Lady Rose". Canadian Pacific provided funds to Harry Crosby to make his CPR sternwheeler "Moyie" operational, while the corporation sponsored my tin tug "Debra Dawn" and rail barge "CNP #2". There were also exact replicas of Point Hope's drydocking cradle and a 7 foot rendition of CN's barge slip by Point Ellice.

At our request EXPO installed a steel gazebo on the pool shore as a place for P.A. commentary. Unfortunately, I was the only one to use it during my two visits.

The huge attendance on the site meant challenges never before experienced in B.C. For the first time Men's washrooms had line-ups as long as Women's! Then the crowds at McDonalds required a volunteer to collect monies and orders from skippers before hunger pangs got too strong. He was often gone an hour or more. More than one member was startled to see 20,000 faces watching him and his vessel perform. But members took it all in stride, aware of being a special part of this unique historical event. Vice-President Harry Crosby did a superb job arranging transport from and to Victoria, coping with the vast increase in passenger and vehicle loads on the Swartz Bay/Tsawassen run.

Static modellers, and R/C members not wanting to be part of the EXPO shows, attended the Annual Hobby Show at the Curling Club.

Sandhill Lake was not ignored either. We received a total donation of 3,250 sandbags from the Army, the Highways Department, Don Mann Excavating, Saanich and Oak Bay Municipalities to brace the shores near the intended operating area. Then the Navy donated enough re-bar to spike the bags

in place. While the bags were being installed, other members laid down a thick layer of black plastic over a third of the bottom to prevent weed growth.

Even before the lake filled we were treated as equals by both S.H.A.S. and the other co-tenant, Vancouver Island Model Engineers. We gradually learned many were members of both. Just as they gladly helped us develop the Lake, so we supported their steam meets and special agricultural days with model runs once the Lake filled in spring.

December 11 about 50 members, spouses and guests gathered again at the Brentwood Inn for Christmas Dinner and Elections. Fred Haire became president while Geoff Walton took over as Binnacle editor. All agreed that 1986 was the most successful year yet for the club, with EXPO the dominant event but also with others attended, great work party turnout, and an all round sense of fun and purpose.

1987 continued many themes started before. The Binnacle was full of "How to" articles, nautical history, and lots of humour. While not as hectic as 1986, this year "launched" two events that the club has participated in for 30 years. One was the February Hobby Show at Canwest Mall in Langford, the other was the Saanich Fair on Labour Day Weekend. Fourteen members enjoyed a Dockyard tour of both buildings and around Esquimalt Harbour in a 75 foot "Blue Boat". We continued to enter the April Hobby Show in the Curling Club.

Also, the first two ads were inserted in the "Binnacle", the Executive having decided that they would be a two way win. For stores...more customers. For us more revenue to reduce our increasing print costs.

During the year the federal Department of Communications released a list of approved radio frequencies available for model aircraft, surface vehicles including boats and those available for both. No longer did modellers have to apply and pay for a licence. Over 25 frequencies in the 75 mhz were now available to us.

Unfortunately the long simmering schism between the minority static scalers(who founded the Club) and majority R/C scalers, came to a head after Sandhill Lake filled. In an attempt to share in the Lake's enjoyment, the static fellows motorized some small modern warships, but without radio control. They launched them but they all grounded on the unused island. Since the water there was 5 feet deep wading was impossible. Eventually a rowboat was obtained from S.H.A.S. to rescue the stranded craft. This seemed to crystallize a feeling amongst their owners, that the club no longer took enough notice of their interests. They left the club.

This upset did not deter the club from planning and preparing for Fallgatta 87, our first to use Sandhill Lake. It was a great success with 30 plus contestants from Burnaby, Chilliwack, Washington, Nanaimo, Vancouver(two clubs) and one from Oregon! We offered sophisticated static judging, steering courses, dedicated judges, and Fun Boat races for children. The Optimist Club trailer provided a full menu of food and drinks.

We had a great public turnout. The latter caused problems on the north shore where

competitors tried to control their models from an assigned area pegged off by re-bar posts and rope. This gave them a great vantage point over the course but exposed them to a large party of Boy Scouts jostling too close and excited dogs running through their legs!

In October we presented a model ship show at the Maritime Museum which was very well received by both staff and visitors. The year wound down to the annual Christmas Dinner and General Meeting, but the venue was the Fleet Club, also known as the Junior Ranks Mess, on Esquimalt Road just before the Dockyard gates.

The elections brought many new faces to the executive, while Fred Haire remained president.

1988 was a continuation of activities from before, with new additions. The Canwest Hobby Show ran Thursday, Friday, Saturday, with setup on Wednesday Feb. 24. It proved very popular with both members and the public. From March 19th to 26th there was a Marine Model Exposition 88 in the Country Club Mall hosted by the Nanaimo Club.

Some interesting sidebars..... Members were required(on pain of death?)to wear their name badges at all shows AND monthly meetings! Smoking was restricted to coffee breaks only. Some things never change---editors keep pleading for copy, presidents keep pleading for members to use the Lake!

As of February 22 the club had \$1794 in the bank and 50 members.

In the April issue of the "Binnacle" new editor Tony House wrote a history of the club for its 10th anniversary----many facts from that piece used in this article.

To rectify the problem of crowd interference at Fallgatta 87, the club decided to build a bridge to the unused island. This allowed members to operate in peace because it included a short drawbridge to prevent children and dogs accessing the space. S.H.A.S. volunteers cut the lumber in their sawmill. All that S.H.A.S. requested was mowing not begin until the goslings had hatched and swum away.

Members attended the Lynnwood Regatta, the Mid Vancouver Island Marine Modellers Association Regatta in Loudon Park on Long Lake, Nanaimo.(no date found) and a display at the Maritime Museum on August 27 and 28.

Fallgatta was held on September 18 and built upon previous success, with the new island control place a real boon to competitors, who came from the same places as last year.

Christmas Dinner was again at the Fleet Club, now also the monthly meeting venue. By now membership was 68.

To sum up our first decade, it was probably our most active, creative, joyful and filled with

cameraderie. We should be proud that as a small new club we took on two major projects at the same time as attending many events out of town. And all this the result of dedicated Directors and much volunteer effort.

Ron Armstrong.

An extra from the Internet.

Here's a very nice short YouTube for you to watch.

Copy into the top line of your browser the URL- https://youtu.be/H0we-4gk6_E

The story behind this is that a couple of weeks back Al Adams was by himself at the pond when a video cameraman turned up. The cameraman, from the YouTube channel "Land Sea Air Canada" was waiting to get video of a full size tug towing a log raft past the point behind the pond, and took advantage of the time he had to make a short video of Al's model. Rick Gonder and Mike Bush got in on the act with their tug models and the result is what you see.

Looking at this channel, it has a lot of interesting stuff on full-size tugs, current and classic, and will be well worth exploring when I get a chance.

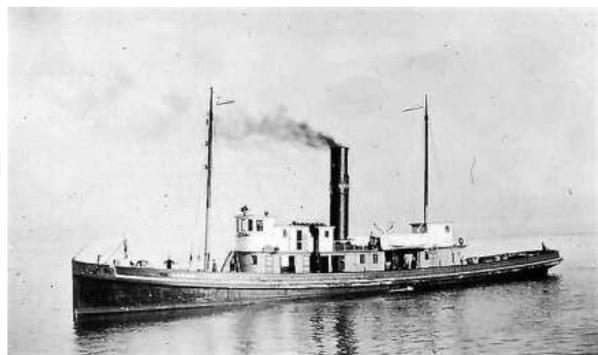
The Steam Tug Lorne.



In 1889 Victoria built her finest ship to date. The steam tug Lorne was built for the Dunsmuir companies, designed mainly to tow sailing ships loaded with coal out to the open sea, a basic run from the Comox Valley out to Cape Flattery.

Lorne was a wooden hull, 150 feet long, 25 ft beam, 16 ft draft. She was rated at 288 gross tons, 155 register tonnage and fitted with the latest and greatest in steam technology, a triple expansion engine built by Albion Iron Works developing 1250 hp at 160 lb/sq in steam pressure. Her prop was 12 feet in diameter with four detachable blades, also by Albion. She was evidently fitted with nice cabins for her 17 man crew, as Dunsmuir's widow, Joan, is recorded as using her to cruise the coast in the summer of 1906. Laing's Ways, who built her, was obviously very proud of the job, and there was lots of buzz around the time of her launching.

And she proved a great ship, with a long and useful career, finally going to the breakers in 1936 after 47 years of service on this tough Pacific Coast. (Or not! According to one source, Nauticapedia, Robert Harvey, QC, 2013, her steam engines were removed during the Second World War, and she served as a barge for Dominion Tug and Barge Company before being hulked as a breakwater.) (Or not again! Just this last week I found a copy of Ken Drushka's book, "Against Wind and Weather", and it gives another alternative, that she was tied up at Gambier Island and eventually sank there.)



She had her share of troubles. By 1891 Lorne was in the possession of Dunsmuir's widow, Joan Olive, and on the 12th April, she took under tow the American ship Oriental, off Cape Flattery, about 12 miles WNW from Tatoosh lights. That point was outside US waters at the time. The Oriental was on her way to Tacoma from San Francisco so the Lorne towed her there.

On the 18th, Lorne called into Port Angeles, only to be seized by the U.S. authorities and fined 844 dollars for towing the Oriental from a point on the High Seas to Tacoma.

I wonder what the law was that she broke?

A later ruling from the U.S. Treasury Decisions, Volume 1, seems to indicate that this was a result of the "American bottoms" law requiring any trade between two American ports was carried in American ships unless the routes went through "foreign waters". Lorne claimed that she had towed the Oriental through the North side of the Juan de Fuca strait, Canadian waters, but the U.S.



didn't count the North side of the strait as foreign, in spite of recognizing the boundary line as the centre of the strait. I haven't yet found out how the case finally concluded.

Her worst accident was the 14th August 1914. Towing the barge America with a cargo of coal from Seattle to Vancouver in dense fog, the two vessels piled up on the rocks of Kanaka Bay in the San Juan Islands. According to Victoria Harbour History, and the Marine Digest of 1937, Lorne stayed on the rocks for three years before economic conditions made her salvage viable in 1917. But the McCurdy Marine History of the Pacific North West says that Lorne was able to be pulled off and repaired in 1914, and says that she was part of the Puget Sound Tug Company's fleet in 1916, to be sold off in 1917. Perhaps it was the America that stayed grounded, and Lorne, as much the smaller vessel with its valuable machinery, was towed off. It doesn't seem so likely that a tug could be salvaged after 3 years left as she shows above. And the photo does appear to show that she had steam up.



The story of the tug's ownership is murky. According to McCurdy, she was sold by the Dunsmuir companies to Puget Sound Tug Boat in 1904 for \$30,000, so what was Joan Dunsmuir doing using her as a holiday cruise in 1906. What was the link between the Dunsmuirs and Puget Sound Tug Boat? A brief look at the Dunsmuirs business history says that the real story is maybe something an innocent boat modeller doesn't want to know.

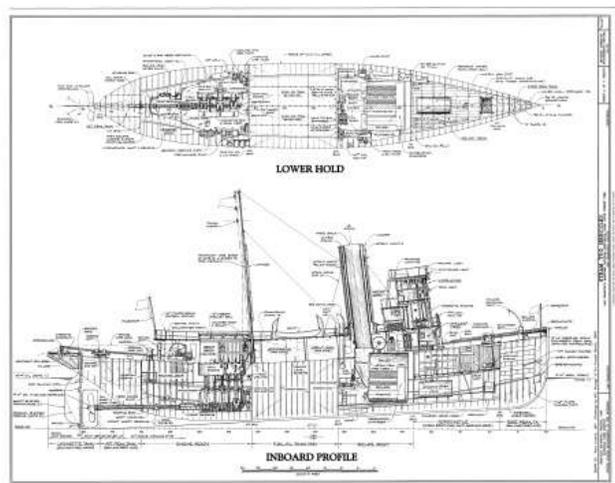


So back to the Lorne.

Her most spectacular accident was in September 1930. Towing the barge Pacific Gatherer in Vancouver the two vessels collided side by side and went into the Second Narrows bridge. As the tide rose, the tug and barge rose with it and pushed the bridge span off its foundation. The Lorne doesn't appear to have suffered any significant damage. But this was the fourth time in as many years that shipping collided with this particular bridge, and it was the end of the bridge company. There was no second narrows bridge for four years until the government bought the bridge in 1933 and installed a lifting section.

December 1933 involved Lorne in a log tow from hell. The Nauticapedia article by Bob Harvey tells the story. It's a great read, so I'm not going to try to summarize it here, see the reference below.

But Lorne had a lot of sunnier stories, she played a part in many rescues of and from shipwrecks, was a part of the learning experience of many of B.C.'s finest mariners, and a familiar and much loved sight for the coastal communities of the Pacific North West. There's much more to be learned about her, but building a model of her and researching her history would keep any of us happily occupied for a couple of years.



To build a model of Lorne, the best resource available is the drawings of the slightly later steel hulled tug Hercules. These were produced from measurements of the original during a restoration in the 1990s and are a wonderful set freely available from the Model Shipwright website. These are huge files, which have given me many a conniption on my computer, but I have now reduced their pixel count and if anyone in the club wants a copy, you are welcome. The Hercules is moored at the Hyde Street Pier in San Francisco, so building the model would give you a great excuse to visit. Changing her to the Lorne would entail finishing the hull as wood planked rather than steel plate, and then a shorter and lower superstructure with two masts rather than one. Hercules had a foot or so less draft than Lorne, but was otherwise very close. In 1/2 inch to the foot scale, she would be a really big model at 6'3" long and around 60 lbs displacement, but the Stuart Triple Expansion model steam engine would be a near scale fit. All told, it shouldn't cost too much more than the week in San Francisco (with the air fares).

Reference:-

Harvey, Robert (2013) The Tug Lorne Looses a Log Raft. Nauticapedia.ca 2013.
http://nauticapedia.ca/Articles/Harvey_Tug_Story.php



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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