



THE BINNACLE

Victoria Model Boats
Victoria, B.C.

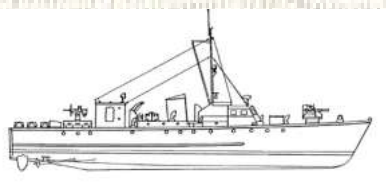


Rick Gonder:
Me and my boats.

Mike Creasy
Early Destroyers



Ken Lockley
More Fairmile



Edward White
Sutton Hoo



January's Show and Tell

Looking for a home.





**From
The Bridge**

Hello Everyone,

Well, another month has passed and we're that much closer to spring.

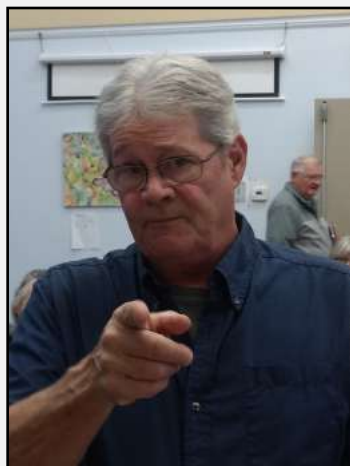
I am really looking forward to everyone showing up at the pond with their newly completed project(s). Can't wait to see all that great workmanship. I'm sure it will be a great year on the water.

At the executive meeting we are going through the revised Constitution and Bye-laws line by line and word by word, to see if we feel it's right for VMSS. Then we'll bring it to a general meeting possibly May 2018.

Finally, a gentle reminder that 2018 membership dues are due. Please remit them as soon as you can.

Thank you, and happy sailing.

Mike Bush.



2018 Executive Committee

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



ON THE RADAR

Upcoming Events

**Esquimalt Buccaneer Days
May 11th. to 13th.
Jim Cox is organizing our
attendance at this event.**



**Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Road
Upcoming meeting: February 8th.**



**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**

Victoria Model Shipbuilding Society
General Meeting - January 11th, 2018

Call to order: 7:30 pm by President Mike Bush

New members/visitors: None

Health and Welfare: Ernie Reid's wife Nadia had a stroke a few months back and she's now being treated for breast cancer. They are moving into the "Wellsley" senior's residence. Card will be sent.

Mike Claxton's wife Trish is still undergoing chemo for cancer. She had blood transfusions a few weeks ago. Card will be sent.

Financial Report: Mike Creasy said the club has approximately \$7,000 in the bank. Mike gave an update on the Constitution/Bylaw and Special Resolution changes.

Sailing Report: Barry Fox said when the weather gets a little nicer, the sailing group will have their boats back in the water. He said that Beaver Fever will be held on the weekend of March 17th and 18th, 2018.

Upcoming Events: Buccaneer days - Jim Cox to see about participating
Historical Society - Ed White to see about participating.
Saanich Fair - Vacant organizing position.
Beaver Fever - March 17th and 18th.

Show & Tell: Pascal Smyth - Sailboat nearing completion.
Jim Cox - Tug - Edward J. Engle.
Terry Gerard - Riba.
Ed White - Springer.
Steve McGlade - Interesting demo on wiring straightening
Arnold - Replica of Blue Bridge - is on time/on budget.

50/50 Draw \$19.00 won by Dave Taylor
Crock pot won by Nic Nicolson

Meeting adjourned at 8:25 pm



January's Show and Tell



Pascal Smyth has sails on La Couronne.

Still pondering the final control scheme for all those guns!



Jim Cox stretch of tug hull. (The magic wave?)

Kitbashing the Revell tug to the "Edward J Engle"



Terry Gerard with a Riva Italian speedboat.

Terry bought this kit in Europe. It was very accurately cut and went together easily. The finishing details are very nice, true to the full-size prototypes.



Terry McGlade straightening and hardening 14 awg copper wire

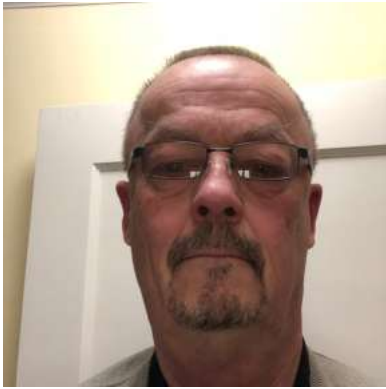
Handrails etc.



Arnold's working model of the new Johnson Street Bridge.

This one is all local materials, and came in on time and on budget!

Rick Gonder:- Me and my boats.



This is a wooden hull built for me by Ove Tellerup Neilsen. It's about 30" in length and patterned after a west coast fisher. Its going to be a conversion to pleasure with a fully detailed interior. I'm currently planking the decks and will then start the house and interior.



This is a fibreglass fishboat hull from Ron Burchett. It's about 44" in length and comes in three pieces, hull/house/roof. All the electronics are mounted on a slide in tray under the stern deck, the motor is mounted aft and the batteries will be mounted under the bow.

This will be a conversion to pleasure with a fully detailed interior and command bridge.

This is a Ron Burchett/Gary King hull, originally built years ago by Gary King. I've had it for about a year and have repainted it and continue to add details. This little tug is 16" long, powerful and a lot of fun.

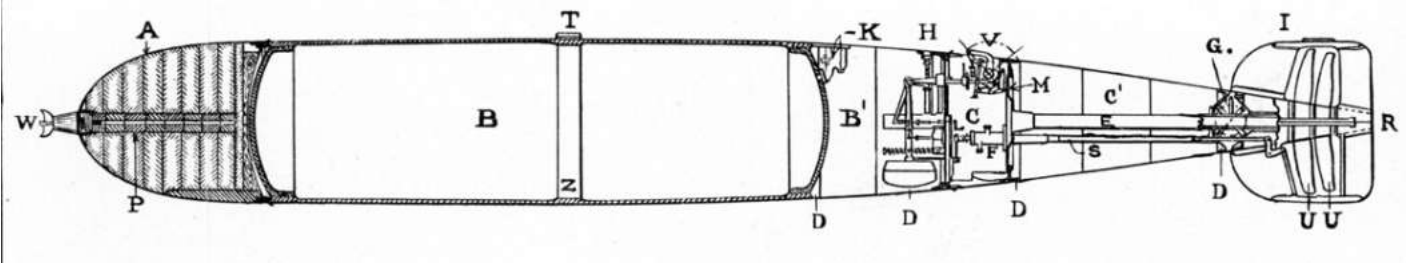


This is a 30"x16" tug similar to those working the west coast and patterned after the McKenzie and Sea Imp tug series. The hull is Burchett/King and was built years ago by Gary King. I've had it for a while and am continually adding more detail. The winch is made from a fishing reel. This is a very heavy tug and sits low in the water. It's very powerful.



Destroyers, the killing machines – by Mike creasy

Destroyer - What a great name for a war machine! The term is an evolution of the original description "torpedo boat destroyer", which first appeared in the 1860s in response to the appearance of fast torpedo boats - which themselves evolved into Motor Torpedo Boats, E-boats and Patrol Torpedo boats.



All of these units evolved in tune with the advancement of torpedoes and power systems, as well as that new gadget known as a submarine. Battle tactics began to develop in peacetime navies, where summertime regattas were needed to please the monarchies, most of whom seemed to like wearing highly ornate uniforms.

By the early 1900s, steam turbines enabled fantastic speeds - 35 knots or more - and torpedoes were going faster and farther. Destroyers were used to protect the main battle fleets, which themselves operated in Nelsonian fashion, with ranks of cruisers and battleships moving in highly organized line of battle. Destroyer squadrons were expected to race toward the enemy, launching torpedo volleys which in turn were expected to force the enemy to take evasive action.



Destroyers did many things in the first world war, none more important than to force a "rethink" of battle tactics for multi-ship engagements. Like submarines, destroyers were initially regarded as a bit of an amusement by the battleship Admirals – crusty old ducks raised in a peacetime navy and impervious to change.

The rap on submarines, initially, was that they were so small that the Admiral didn't have room to stroll on the quarterdeck – at least not without getting his feet wet. Destroyers weren't much better. At 30 knots, even modern destroyers will bury the taffrail; leaving many with the conclusion that these little ships were simply too small to be effective at anything.

But change they would.

Navies of the day were organized in very tightly controlled fleet units. Great in the days of sail, and fine for fleet reviews and exercises, but they didn't really work in battle. For example, at Dogger Bank in 1915, RN destroyers were organized into flotillas of 16 ships. The German Navy was similarly arranged. Both these huge unwieldy groups charged about, each more concerned with keeping station and reading signal flags than with engaging the enemy. No-one had a clear idea of who was where, and the situation soon deteriorated as dozens of destroyers charged about, spewing clouds of

thick, black coal smoke to thoroughly blanket the sea.

The Battle of Jutland, or Dogger Bank, was the largest naval action of modern times with two huge battle fleets banging around for almost two days. The result was clearly uncertain!

The responsibilities of destroyers quickly grew to include everything from convoy escort duty to high speed raids on harbours and shore installations. Weaponry changed from torpedoes to depth charges, as new ways to fight the growing submarine threat were developed. By the 1930s, few destroyers were even carrying torpedoes and these capable little ships began to carry the latest in detection gear.

At the start of World War 2 in 1939, the demand for destroyers exceeded the capacity of shipyards in Britain and France. In December 1940, with American isolationists holding out in Washington, Churchill and Roosevelt worked out a deal to supply 50 laid-up WW-1 ships to the RN/RCN in return for US leases on British and Canadian naval bases. These elderly "4-pipers" were designed for inshore work; with narrow beam (even for a destroyer) and shallow draft. Accommodations were not really up to open ocean conditions and, coupled with their age and heavy use, gave a unique experience in the fo'csl.

7 of these ships came to the RCN; HMCSs Annapolis, Columbia, Niagara, St. Clair, St. Croix, St. Francis and Hamilton became welcome additions to the growing Canadian Navy.

Destroyers remain an essential part of most navies, growing and changing to become state of the art weapons delivery systems. The newest US Zumwalt class, for example, is over 15,000 tons displacement, compared to WW2 Tribal class, weighing in at around 1,800 tons. Zumwalts carry a range of missiles, as well as two Advanced Gun Systems that fire rocket-powered, computer-guided shells to a range of 60 miles, not to mention carbon fibre superstructure for reduced radar visibility.

Utility and flexibility remain the hallmarks of these ships, and we will see some variants continue in service for a long time to come.

Regardless of changes in size and shape, there will always be something about seeing a destroyer pounding along at speed, stern down and white water spraying at the bows, that will reach out to sailors everywhere.

Hip Hip Hooray!



Bibliography

Destroyers, Anthony Preston, Bison Books, 1982

The Far Distant Ships, Joseph Schull, Queen's Printer, 1961

Wikipedia

The Sutton Hoo Ship.

History, Egyptian Nile barges, Greek triremes, Roman Galleys, Viking longships. That's the sequence, right?

8th June 793, Scandinavian pirates sacked the monastery of St. Cuthbert on the island of Lindisfarne. Alcuin, a Northumbrian scholar monk, wrote about it "Never before has such terror been seen in Britain as we have suffered by these pagan people, nor was such a voyage thought possible." That was the beginning of the Viking period of North European history and it was all down to the longships. In the museum at Oslo there's the beautiful Gokstadt ship to prove it.

Not so fast!

The Romans conquered Britain in 43 a.d. and left around 410 a.d. and the dark ages descended on Britain, till the Norman Conquest in 1066 and the Middle Ages began. Somewhere between the Romans and the Vikings might have been Arthur and Camelot, Arthur doesn't seem to have been a fan of Anglo-Saxons. What we knew of the period used to be from a book by a monk called Bede, who wrote "Ecclesiastical history of the English People" in Northumbria sometime in the early 700s. He died in 753 a.d. Naturally enough, his history was mainly concerned with the spread of Christianity in Britain, and he wasn't too fond of pagan Anglo-Saxons either. (Alcuin was a pupil of Bede). After the Vikings started being nasty, Anglo-Saxons got Christianity and turned into the good guys under Alfred the Great, who resisted the Viking invasion.

Well, it's actually all a bit more complicated than that, and one of the major reasons for looking again at that 600 years of history is a hole in the ground at a place called Sutton Hoo, near Woodbridge in Suffolk, England, around 20 minutes drive from where my parents used to live.

Sutton Hoo overlooks the river Deben, and at the top of the slope were a series of mounds. In 1938 the owner of the estate, a Mrs Pretty, decided to excavate some of the mounds, under the supervision of Mr. Basil Brown, and with the encouragement of the local Ipswich museum. The following year Basil Brown found this:

What you are looking at is stain marks in the very sandy soil. The wood had long since rotted away, but the rust and rust stains from the iron clench nails were very clear. The ship was about 89 feet long, 14 feet wide, and 4 1/2 feet deep. The lines are on the next page.

In the centre of the ship was a burial of an obviously rich and important man. There was just time to retrieve the burial objects and get them to the British Museum before the work





was rudely interrupted by a German chap, and the site had to be back-filled and left alone for five years.

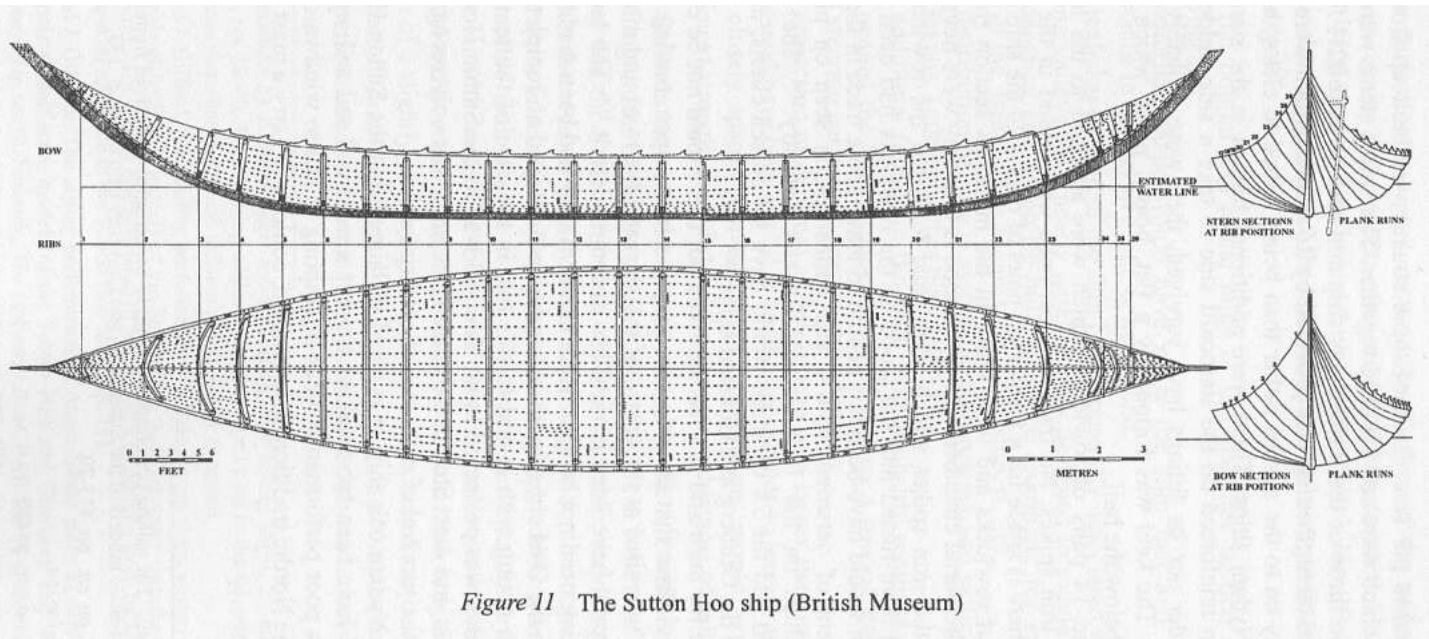


Figure 11 The Sutton Hoo ship (British Museum)

Nowadays there's a very nice museum on the site, Mrs. Pretty donated the whole of it to the nation, and you can walk around the mounds and get a sense of the landscape and the history.



The story I want to tell is about the ship, and the way it pushes the view of history.

In 1993 a half size replica of the Sutton Hoo ship was built, the Sae Wylfing, and sea trials were later carried out both rowing and sailing. The trials proved that the original ship could easily reach 10 knots under sail, with a possible maximum of 12 knots. In calm

seas it could have made progress upwind under sail at about 1.5 knots and could have held its station against the wind under more adverse conditions. It probably had 14 oars on each side so it had about 6 horsepower available from the crew.

From the mouth of the River Deben, the Hook of Holland (the mouth of the Rhine) is due east and 102 nautical miles. On a really favourable summer's day, the owner of this ship could have an early breakfast in Angleland, and be getting stinking drunk in Germania before bed.



This ship was buried about 625 a.d. There are signs of repairs so it was likely well used and built sometime around 600 to 610. The most likely person it contained was an Anglo-Saxon king by the name of Raedwald, who allowed both pagan and christian worship in his time. We are looking at a ship ten feet longer than the Gokstad ship, and built 250 years before it!

The burial was rich, the most magnificent helmet/face mask I know of, wonderful anglo-saxon gold jewelry and iron craftsmanship, and coins from as far away as Syria, yes Syria! You can google all this!

Here comes the complication, bear with me!

Let's try to get back to the beginning of the Anglo-Saxon story in Britain. The Roman author Tacitus, writing about 100 a.d. tells a story from 83 a.d. about a cohort of "Usipi" auxiliaries serving under Agricola on the West coast of Britain. The Usipi were a tribal group from the middle Rhine, near modern day Cologne. This cohort killed their officers and siezed three Liburnian galleys of the Roman fleet, sailed the galleys around the North of Scotland, pillaging as they went, crossed the North Sea, and eventually came to a bad end, shipwrecked on the Danish/German coast, presumably trying for the Rhine. They were taken as pirates by the Frisians, (think northern Holland and north-west Germany) and either killed or sold back into the Roman Empire to the south as slaves. Tacitus presumably got the story from the slaves.

The Liburnian galleys were the "standard ship" of the Roman Empire in the first and second centuries. They were lightweight and fast, usually with double banked oars in the Mediterranean but in Britain they probably had a single bank of oars and a single square sail. The rougher seas of the Atlantic would make biremes much less effective. Some time after this mutiny, Agricola also ordered a Roman fleet to circumnavigate Britain, and they succeeded.

To go from a Liburnian galley to a ship like the one at Sutton Hoo, the construction method is changed from carvel to clinker, which also takes you from a straight-sided hull to a more leaf shape, which is lighter and a better boat under sail.

Clinker construction dates back at least to the Hjortspring boat from Als in southern Denmark. This was buried in a peat bog around 350 b.c. 400 years before the Romans came to Britain.

It was typical of the Roman occupation of Britain that the legions' infantry and officers were Romans, but the auxiliaries, cavalry, engineers, scouts and skirmishers, were recruited in Europe, mostly from Germanic tribes. And the Legion offered a great career, for most of its 400 years Roman Britain was a peaceful and prosperous place, and the Legions main work was engineering, straight Roman roads, permanent camps and barracks, and of course great fortifications like Hadrian's wall. And 20 years service in the Legions could get you a land grant in the occupied lands, as well as a skilled trade. Colchester, only some 20 miles from Sutton Hoo, was the great classic example of a Roman legion headquarters.

In the North Sea, though, the Romans had a piracy problem from tribes in Scandinavia and



those in what is now northern Holland and Germany. These pirates raided all the way through the channel and along the coast of northern France, as well as occasional raids in Britain. They were active for the whole four centuries, but with the Legions well organized and good roads, Britain was a tough nut for pirates to try to crack.

The Romans maintained two fleets with responsibilities in the North sea and the English channel, the Classis Germanica, based on the Rhine, and the Classis Britannica, based on the eastern and southern shores of Britain. The Classis Britannica did have some anti-piracy role, but it's main purpose was logistical support of the legions in Britain, carrying supplies and personnel. I haven't yet found a reference as to whether these fleets were manned exclusively with Romans, but it is certain that at least the builders and maintainers of the ships would have been classed as Auxiliaries, and used any skilled craftsmen they could get hold of.

So the Roman occupation of Britain included large numbers of disciplined, skilled men of Germanic origin, familiar with the English channel and the North sea, and capable of building and sailing seaworthy craft.

From these threads, I weave my current view of the history of East Anglia, the big bulge to the East and North of London, in this way.

By the time the Romans left Britain, I believe large areas of East Anglia had been farmed and owned by German ex-legionaries and their children for a couple of hundred years. The original British celtic inhabitants must have felt about the legions much as the British felt about American forces in the Second World War, "Over-paid, over-sexed, and over here!". But their grandchildren would likely be part Germanic. And you can be sure that a Saxon master craftsman would pass on his craft and the organization of it to his sons and grandsons. And these men had the ships and the skills to get to the Rhineland and Normandy and back in less than a week. That's less than the time you could get to London and back by land.

So its not really a surprise that two hundred years later, the local ruler was brought up to worship German gods, was very rich, commanded craftsmanship that takes years of organized apprenticeship to learn, and owned a ship as big and as fast as anything else on the North Sea. He had trade links that brought him coins all the way from Syria, and his people thought enough of him to give him a spectacular funeral.

We learned our history of the post-roman period in Britain from Celtic christian monks, and from the mythical stories of Arthur, fighting to resist the Anglo-saxon invasion! Until the Anglo-saxons became Christian, theirs was a society without written records. And no Icelanders ever wrote down the Anglo-Saxon skalds stories. The only competition to the Venerable Bede is the epic poem Beowulf, which tells nothing of actual history, but much about what they liked to listen to in a feast hall.

So we got this idea of the Dark Ages, savage, chaotic, and primitive, everyone living in mud huts, lives short, nasty, and brutish, but it doesn't seem to me to fit the facts of craftsmanship,

prosperity, and communications that are proved by the Sutton Hoo burial.

I think the Anglo-Saxon invasion was less a series of savage military campaigns than it was a matter of cousins arriving by invitation to help on the farms and the factories and, in the off season, raiding prosperous but poorly defended inland areas. Naturally, rule over an area was up for grabs by whoever could organize a temporary ascendancy. In East Anglia, I believe the majority of the period was relatively peaceful, led by no-nonsense burghers with a culture of discipline and skills derived from the auxiliaries of the Roman Empire. Farming flourished on the good land, trade with Europe was easy and prosperous, and craftsmanship and practical skills were highly valued. Communication up and down the east coast of Britain and across the North sea and the Channel was easy and fast, the sea was a rich source of food, and I am certain that the whole North sea was busy with clinker built boats large and small.

This one ship, just a set of rust stains in the sand, beats down the structure of the history I was taught as a child, and all the assumptions that it made about what a pagan culture without written records could achieve.

The idea of modelling it, and learning to sail it with a single square sail, "like a worm i'the bud, feeds on my damask cheek".

References:

The Sutton Hoo Ship Burial, R.L.S Bruce-Mitford, British Museum.

Dark Age Naval Power, John Haywood, Anglo-Saxon Books.



The Sutton Hoo Helmet.

NEXT BUILD;

by Ken Lockley

page 1

Random construction pictures of Fairmile "B" through the month of January 2018

This month's building was really effected by my model railroad activities. I am not the best at multi-tasking, but did manage to make some progress on my Fairmile "B". This week our garage warmed up enough to get started on painting the hull. I now have 6 coats of undercoat on and ready for a major sanding and final filling of any areas that need that type of attention. On detail parts, I was able to build a respectable looking "Holman" depth charge thrower. The mast is just about ready for painting as is the "Life Raft" and ships "Boat" If this mild weather stays, I'll get going painting the many parts now constructed.

A visit in November to the Naval Museum was very helpful in construction of the depth charge thrower . I probably shouldn't show my effort beside the real thing but I will.



As you can see, I used a piece of a kids toy to form the base. The tubing fits into the base and gives a good gluing surface.

I keep two canisters full of lids and plastic pieces that might eventually make my life easier creating some object. I used Hobby Shop Plastic cement on the tubing and base. The actual holder is normal styrene construction using Methylene chlorate. This is a major piece of equipment on the vessel.



page2

The Naval Museum also had a life raft on display and I thought the rope work on the raft was done correctly and a good example for war ship modelers. Life rafts are the main means of abandoning a warship when necessary .



The picture on the left shows the main mast ready for paint and hardware. The life raft is made up of 2 layers of 1/4 inch plywood laminated together and shaped.

The ships dingy is carved from a solid yellow cedar block.

Below is the hull with 6 coats of under coat. I apply masking tape below the gunwale so I can mark the positions where the ports will be drilled. My little drill shows this. The holes will all be drilled and made ready for installing just before the finish coat of paint is applied.



Hopefully, this time next month I'll have pictures of the first sea trails. It is looking more like a Spring finish to the building project. See you at Harrison when the rain stops.



This lovely model is looking for a home.

Anyone who knows of or can find a business or other place that would like to take this Santa Maria for a long term display, please contact Bill or Bev Andrews. The club has the model but really nowhere to store it. It's too good to die a dusty death in storage. Complete with display case.



Ernie Reid (ecreid@shaw.ca) has a Victoria class sailboat for sale complete with radio. It'll need a little TLC, but not much. Ernie's looking for \$100 for it.

DUES DILIGENCE

The 2018 dues are really due. If you haven't yet paid them, bring them to Thursday's meeting or send them in to the address on the last page.



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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