

January 2019

Volume 41 Issue 1



The Binnacle

Victoria Model Boats
Victoria, B.C.



Victoria Model
Shipbuilding Society



Ken Lockley on
Air Sea Rescue Launches
and a model boat stand.

Part 4 of Bellerophon
Edward.



Christmas Dinner

New Year's Day at Beaver Lake



<http://www.vmss.ca>



**From
The Bridge**

Season's Greetings Everyone, I hope everybody had a good Christmas and will have a safe and enjoyable new year.

There are many things the Exec's are planning for the new year all aimed at spending less money and hopefully making more money for the club.

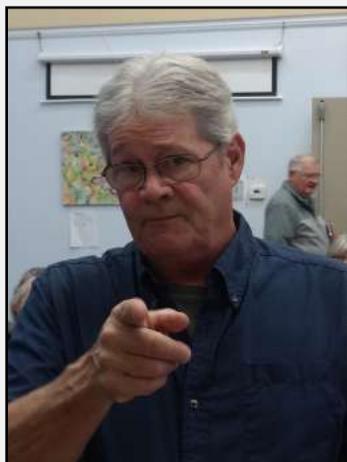
We are asking all the members to come to the January general meeting, we need a big turnout and to bring ideas for the club so that the club can make more money for different events, and also create new interests within, so that we all can benefit.

We definitely need to promote a lot of new interests within the club so that we all can have a lot more challenges and fun.

We also need some new events so we can bring in new members .

We will also need more volunteers to man these events so we need some participation to make this all happen, so if you can, please help out.

Regards,
Mike.



2018 Executive Committee

<i>President: Mike Bush</i>	418-5527
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<i>Secretary: Vacant</i>	
<i>Treasurer: Mike Creasy</i>	888-4860
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<i>Quartermaster: Bob Rainsford</i>	383-2256
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<i>Parks Liaison: Mike Claxton</i>	479-6367
<i>Sailing Director: Peter Stevens</i>	656-8999
<i>Membership: Bev Andrews</i>	479-2761
<i>Facebook: Rick Gonder</i>	744-8610
<i>All above area code (250)</i>	



ON THE RADAR

Upcoming Events

Spring Swap and Shop, March General Meeting, March 14th.



Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Road
Upcoming meeting: January 10th.



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



Christmas and Awards Dinner.

Oh, what a glorious sight, warm, reeking, rich.
(Robbie Burns)



Happiness is the right door prize!



The lucky number is



Where'd that come from?



The WHAT? award.



Good Friends, Good Times!



NEXT BUILD;

by Ken Lockley

January 2019

The recent issue of "Model Boats Winter Special" magazine is an excellent copy with wood construction being the main theme running through the entire copy. Several vessels took my interest but I zeroed in on RAF Air Sea Rescue Launch (whale back) 1941-44.

Ron Rees has done a very fine job of offering builders a plan, well drawn and ample pictures and text help the potential builder. My interest in Service Craft has been in the past, entirely navy but one can't help but admire the RAF launches as well.

The Royal Canadian Air Force has had quite a lengthy list of vessels over the years. To my surprise there were six Air Sea Rescue Launches (whale backs) very similar to the design mentioned above in the magazine. Some pictures of interest to follow:

The picture below shows M234 "Montagnais" somewhere in the gulf of Georgia. One has to reflect on the threat that the Canadian public had towards a Japanese invasion of our West Coast. To a large extent the Air Force was given the job of aerial surveillance using float planes which had mixed record of crashes and the need was apparent for high speed rescue launches. Bella Bella on our upper coast was one of several Crash Boat bases.

As the pressure of defending the West Coast against possible attack from Japan grew, so did the number of marine surface vessels which were acquired by RCAF Western Air Command.





This picture shows #123, the actual vessel that "Model Boats" has featured in the magazine. Ron Rees has done a great job on the deck detail on his model. Seeing the crew on the deck gives a very real effect.

Myself, having a couple of boats in various stages of construction, I have no immediate thoughts of building one of these vessels.

RCAF PURCHASED SIX OF THESE VESSELS.

A new type of vessel was added to the marine inventory of the RCAF in 1942, the famous "Glamour boats" of the RCAF. These six, 70 foot High Speed Launches (HSL,s) were built by the Canadian Powerboat Company in Montreal. Blueprints secured from British designer Sir Hubert Scott-Paine showed construction using mostly African Mahogany throughout the vessels.

Powered by Packard built Rolls-Royce Merlin engines of 1350 HP. each and capable of speeds up 45 knots in calm sea conditions. The vessels remained in service until their retirement in 1952.

The four on our coast where: M234 Montagnais, M235 Huron, M231 Malacite and M232 Takuli



M 234 "Montagnais"



ROYAL CANADIAN
AIRFORCE

Lets get back to the workshop.

This is the third stand on this design that I have built. It's about as easy as you can get from a construction point of view. There are only 5 pieces of wood used. I have thought that the next time I build one, I'll scoop the side pieces so more of the hull is visible below the waterline.

For material involved, a well dried cedar fence board can be used for base and hull supports. The side are cut from 3 ml. ply or any wood in your shop that will meet the need. I'll end up painting the stand black with a low luster black or the same colour as the bottom paint.





New Year's Day 2019

The Sailors were out to play at Beaver Lake.



Thanks to Mike Claxton for the pictures.



Bellerophon Part 4, Trafalgar and Onward.

It's very difficult not to think of Bellerophon as having a personality. Her character comes through as doggedness. Years of blockade duty, keeping the sea in all weathers off difficult coasts, interspersed with three great battles, in each of which her Captain was out of the action early. Each time she was fighting against the odds, badly damaged, but in each case discipline held and her broadsides just pounded on till the enemy gave in. Then her crew cleaned up, working on through the aftermath of battle, buried their dead, and continued to serve.

There wasn't a lot of brilliance, no great tactical surprises, but there was all the persistence that anyone could ask. England

could expect Bellerophon to do her duty, that's what she was about.



Illustration of the Bellerophon at the moment of the death of her gallant commander, Captain Cook.

Now, off Cape Trafalgar, she had survived the greatest and most destructive sea battle in 250 years, and was ready to face whatever came by the end of the following day.

And come it did, five days of the worst weather many of the seamen had ever seen. Beating on all the remaining ships, 7 miles off a lee shore, short of men, still with battle damage. Thirteen more of the French and Spanish ships were lost in that storm, prize crews and their own trying and failing together to save them.

It was the 28th. of October when Bellerophon, in company with Agamemnon and Colossus, finally made it to Gibraltar Bay. The following day Victory was towed in by Neptune. A week of repairs in Gibraltar, and then Bellerophon and Bellisle were ordered to escort Victory, with Nelson's body, back to England. All three ships were in need of major attention from the naval dockyards.

In command of Bellerophon was Captain Edward Rotherham. He had been Collingwood's Flag Captain on Royal Sovereign during the battle, but though Collingwood found him brave, he also thought him exceptionally stupid. There must have been a personality clash between the two men, because Rotherham was obviously a very able officer or would never have reached the rank of Post-Captain, or been given command of a flagship. Three years later he was removed from command and court-martialled for inappropriate behaviour towards junior officers. It seems likely that he had a major problem with anger.

Anyway, Rotherham remained in command through the refit, and took Bellerophon back to her familiar duty of blockade from the Scilly Isles to Ushant for another two and half years, until the court-martial.



During this time he did one quite remarkable thing. That was, to make a detailed survey of the crew, concentrating on the 387 seamen rather than the officers or marines.

Here's the scoop.

The average age of the crew was thirty, the oldest man being 56. Most of them were short, the average height being 5 feet 5 inches, just as well in a ship where the main deck headroom was only 5 feet 8 inches. No-one on board was over 6 feet tall.

Just under half the crew were English, a quarter Irish, 12 % Scots, 7% Welsh, and 8% foreigners to the British Isles. There were 13 black men, one East Indian, 2 Dutchmen, a Frenchman, a Swede, a Portuguese, a Maltese, one Guernseyman and one Manxman. Their diversity was caused by the Navy's habit of boarding merchantmen arriving in Britain and pressing their crews into service.

In their lives before the Navy, 174 men had been merchant seamen, twenty were dockyard workers, eight were fishermen, and there were a Thames waterman, a Swansea boatman, and a Dover pilot. The remainder came from virtually every civilian working class occupation. There was even one lawyer.

These men were virtual prisoners on the ship for the duration of the war. Shore leave was rarely granted for fear that the men wouldn't return, which must have made it especially hard for the 102 of them that were married.

This motley crew lived on bad, monotonous food, mainly salt meat and boiled flour puddings, in cold, damp, uncomfortable conditions, having 18 inches in which to sling their hammocks, and a sea chest for all they owned. They were subject to the harshest of discipline, floggings for relatively minor offences, and dangerous, hard, physical work. Their pay was little, intermittent and frequently very late in coming. Yet they came together into a team that could keep the ship at sea in the worst of weather, and cheer themselves hoarse on their way into battle.

The battle of Trafalgar is rightly known as the event which gave Britain overwhelming command of the seas for the next 75 years, but it was far from the end of the war, or of Napoleon's career. Napoleon had taken his invasion army away from Boulogne in October in response to a threat from Austria. Two days before Trafalgar he had defeated one Austrian army at Ulm. He entered Vienna on the 14th of November and then, on the 2nd of December, won his most famous battle at Austerlitz against a combination of Austrian and Russian troops. After Austerlitz the British Prime Minister famously said "Roll up the map of Europe, it will not be needed this ten years!"

The following year, October 1806, saw Napoleon's victory over the Prussians and Saxons at Jena, and then in June 1807, he defeated the Russians and the Prussians at Friedland. He was now in effective command of all of continental Europe, and closed all the European ports to British shipping.

This included the Baltic ports, and the British navy was totally dependent on Baltic and Russian timber for masts, spars, and tar and turpentine. The Admiralty sent a massive invasion fleet to take Copenhagen on September 7th., safeguarding the entrance to the Baltic. Then in the spring of 1808,



Admiral Saumarez took a fleet to open the Baltic and ensure the safe passage of Baltic convoys. He remained there for the next four years, except when winter ice shut down all shipping.

When in June 1808, Captain Samuel Warren took over command of Bellerophon from Rotherham, he sailed to join the North Sea fleet, and spent the rest of the year patrolling the Holland coast. Warren had been in the Navy since his thirteenth year, had been a lieutenant on board Ramillies at the Glorious First of June, and captain of Glory at the Battle of Cape Finisterre, Calder's interception of Villeneuve's return from the West Indies. His Wikipedia entry is well worth the time to study.

Anyway, he took Bellerophon to join Saumarez in the Baltic early in 1809. Bellerophon's boats led two "cutting out" expeditions in June and July, destroying a Russian shore battery in the first, and capturing six gunboats in the second. Bellerophon returned to Britain in November, escorting a convoy, and then was dry-docked for copper and rigging repairs at Sheerness. She sailed in February 1810 to resume blockade duty off the coast of Holland, and remained at that duty through to December 1812 under two more captains, John Halsted and Augustus Brine, but without any major incident.

After another refit at Portsmouth, Bellerophon received a new captain, Edward Hawker, on the 11th February 1813, and new orders, to prepare to escort a convoy to Newfoundland. (Hawker's article on Wikipedia in another must read for you, he was in the Navy at age 4, a lieutenant at 13, and a commander at 20!)

On the 22nd. April, Rear Admiral Sir Richard Keats boarded. He was the newly appointed governor of Newfoundland and Bellerophon was to take him there. The convoy arrived at St. John's Harbour without incident, although the War of 1812 between Britain and the U.S. was under way and American privateers were a definite threat.

A week later Bellerophon escorted a convoy south to Bermuda, and on the return journey captured an American privateer. She then patrolled off Cape Race until November, and returned to Britain with another convoy, arriving the 18th December.

1814 was a close repeat of 1813, crossing to Newfoundland at the end of April, patrolling for six months, and returning to Spithead at the end of December. She was re-coppered and refitted that winter and sailed for the Nore at the end of March 1815. There, on the 9th April, Hawker left the ship and was succeeded by Captain Frederick Maitland. Maitland had a reputation for bravery and was a protege of Lord St Vincent.

Now it is time to catch up with Napoleon's progress in the seven years since Friedland. He wasn't idle! Since defeating the Russians and the Prussians at Friedland Napoleon had:

- * Made a peace with Russia at Tilsit.
- * Made a secret treaty with Spain to allow a French army to invade Portugal.
- * Invaded Spain with an army under Marshal Murat.
- * Made his brother, Joseph Bonaparte, King of Spain.
- * Invaded Spain personally with another army.
- * Defeated British forces in Spain at the Battle of Corruna, and drove them from Spain.

- * Left 300,000 French troops bogged down in a vicious guerilla war in Spain and Portugal.
- * Left undefeated a British army under Wellington in Portugal.
- * Defeated an invasion by a resurgent Austria after an initial defeat.
- * Divorced Josephine for failing to give him a son.
- * Married Marie Louise and got a son by her.
- * Invaded Russia.
- * Fought the bloodiest battle in history to date, Borodino, with an indecisive result
- * Lost some 350,000 troops by the end of the retreat from Moscow.
- * Was forced to abdicate after the battles of Berezina, Dresden, and Leipzig.
- * Went into exile on the Island of Elba, April 1814.
- * Escaped from Elba on 26th February 1815.
- * Retook control of France on March 20th.
- * Mustered 200,000 troops by the beginning of June.
- * Invaded the Netherlands.
- * Fought and lost the Battle of Waterloo, 18th June 1815.

Busy boy!

Maitland had been rushed away from plans to escort a convoy to Newfoundland and sent to take command of Bellerophon as soon as St Vincent heard of Napoleon's escape from Elba. He took Bellerophon to Plymouth and joined a squadron under Sir Henry Hotham to blockade the Brittany coast. By the 31st of May, Maitland was stationed in the Basque Roads, guarding the entrance to the Fort of Rochefort and the harbour of St Rochelle. There were, he reported, four French warships ready for sea at anchor in the Roads, two large frigates, Meduse and Saale, the corvette Balladiere and the brig Epervier. They were anchored in the lee of the Ile-d'Aix. Bellerophon settled down to wait.



After Waterloo, Napoleon returned to Paris and found the people turned against him. On the 22nd of June he abdicated again in favour of his son. But the coalition forces swept south through France and reached Paris themselves on the 29th. Napoleon fled to Rochefort, considering an escape to the United States. He arrived there on the 3rd of July. Bellerophon was in the way.

Maitland first heard of Waterloo on the 28th of June from a captured French coasting vessel. On the 7th of July Hotham send Maitland a despatch that Napoleon was on the way to Rochefort, had asked the British government for a passport and safe conduct to go to America and had been refused.

Napoleon waited 5 days in Rochefort for his baggage to catch up, and it was the 8th of July when he tried to reach the Ile-d'Aix. There was a strong breeze opposing the boats and at 7:30 pm. he decided to board the frigate Saale in the island's lee instead.

The next morning the wind had died and he went ashore on the Ile-d'Aix. There he was welcomed but when he returned to the frigate that evening he found a letter waiting for him from the provisional government in Paris telling him he must leave French soil immediately, either by escaping in one of the French ships or by going aboard a British vessel. The following morning he sent two

envoys, General Savary and Count Las Cases, to the Bellerophon to feel out the situation.

It took four more days of increasing pressure and narrowing options, but on the 15th. of July 1815 Napoleon Bonaparte climbed up to the deck of the Bellerophon and surrendered to the British Crown.

He was treated with considerable deference, given the best quarters that could be managed, Napoleon's kitchen staff given charge of the officers' meals, and the midshipmen even staged a play for him.

A week later they passed the lighthouse on Ushant, and Napoleon was called on deck to get his last glimpse of France, a moment that inspired one of the most famous of Napoleon's portraits by William Quiller Orchardson. They anchored the following day in Torbay, where Maitland received orders to stay and to completely prevent any visitors from even approaching the ship while Napoleon was aboard.



Inevitably, though, word leaked out that Napoleon was there, and for two days Bellerophon was surrounded by boats and tourists hoping to catch a glimpse of him from a distance. Then she moved on Admiralty orders to Plymouth, and stayed there two weeks while the final political decision was made to send Napoleon to the island of St Helena. This was one of the remotest of all British territories in the world and Napoleon was to die there 6 years later.

A part of the delay was that Bellerophon, now 29 years old, was thought to be unfit for the 5,000 mile voyage and the Northumberland, 74, was selected instead and needed to be provisioned at Spithead. Finally, on the 7th of August, after 24 days on board Bellerophon, Napoleon transferred to Northumberland and went to his final fate.

The Admiralty is not sentimental about its ships. Peace had come to Europe, and the huge wartime navy was no longer needed. Now Bellerophon was just an unwanted expense, and three weeks later Maitland got orders to sail her to Sheerness, to be laid up and paid off.

By the 13th of September her masts and rigging were gone, and the crew had stripped her of all armament and seagoing stores. That day the crew were paid off, and Bellerophon's log-book ends that evening with Maitland's final entry "Sunset, haul down the pendant."

Over the following winter sheds were built above decks and cages installed below. Bellerophon was now a prison hulk. She served as such for another twenty years, first in the Medway where she was originally built, and finally in Plymouth where she was broken up in 1836. All that remains of her is a part of her figurehead, which Captain Maitland bought and donated to the Naval Museum at Portsmouth.



Three further ships of the Royal Navy carried the name Bellerophon.

HMS Waterloo 1818 was renamed Bellerophon in 1824, she saw active service in the Crimean War.

HMS Bellerophon 1865 was an ironclad battleship.

HMS Bellerophon 1907 was a dreadnought type battleship which saw combat at Jutland in world war 1.

For most of this story I am indebted to David Cordingley's book "Billy Ruffian", which is wonderfully written and illustrated. I have added little bits to his story, mainly from Wikipedia entries on her battles, her officers, and the great events of her times. Writing these four articles has been amazing, largely for the number of sidetracks I have gone down and then had to haul myself back from.

To make a scale model of a ship is to own a little bit of her history, to preserve her memory a little longer. There are very few ships that offer so much of a story as does Bellerophon. A big part of the joy of building such a model has to be the excuse it gives you for a year or more, to lose yourself in the stories around her. I had thought that maybe writing her story would cure me of the urge to build a model, but no such luck. Unfortunately she is at a place in the queue that I will probably never get to.

Edward.

This month's mystery photo.

Look down from the South-Western end of the Bay St. bridge and you will see below you a part of the Galloping Goose trail, and beside it, a short paved path by the side of the water with this as a feature at the end.



It was deliberately placed there as a plaything some years back as part of a Victoria parks improvement project. The write-up mentions it as from a freighter. But I have been unable to find out anything more about it.

Scaling from the tennis ball placed on the hub (about 2 1/2 inches) it looks to have been originally about 14 feet in diameter. It's cast iron, cheaper than bronze, but much more brittle and less efficient. The tips are broken off all four blades, suggesting that it

hit a rock while still rotating.

Cast iron props were sometimes used in tugs or other craft that had to manoeuvre in close quarters just because of the brittleness. The prop would break before other components of the drive train were damaged.

Is there a guru in the club who knows more? Tell me please.

Edward.



Wanted to Buy.

I would like to purchase one of the old Club sailboats designed by Ken Lockley. I believe they were known as a Reno. I'd also look at an IOM, Dragon Force or any good sailboat that is in the water. Not interested in a project boat. Please contact me at (250) 744-8610 or rick21142@shaw.ca.
Rick Gonder.

Internet Links

Yet more on Bellerophon. From Sydney, Australia. A really excellent photo build log of the Victory kit of Vanguard. This was an almost identical ship to Bellerophon, and the kit contains parts to finish the model as Bellerophon:-

https://www.smsc.org.au/imagesDB/wysiwyg/SpecialIssue5Jun17-Griffiths-Vanguard_1.pdf

<https://rcgroups.com/> A huge source site for everything to do with radio control. Endless hours for you to enjoy wasting.



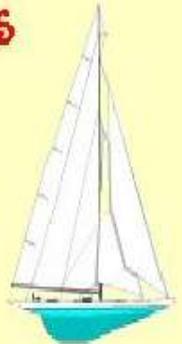
The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

Mailing Address:
106-4480 West Saanich Road
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