

July 2018 Volume 40 Issue 7



THE BINNACLE

Victoria Model Boats
Victoria, B.C.



Our Spiffy new Dock at Harrison Pond.
Many, many thanks to Bill Andrews.

Minelayer Abdiel
from
Ken Lockley



The Earliest Ships ?

VMSS at Heritage Acres

Arnold and Mike on
Show and Tell.



Adrias, a model's story.

<http://www.vmss.ca>



**From
The Bridge**

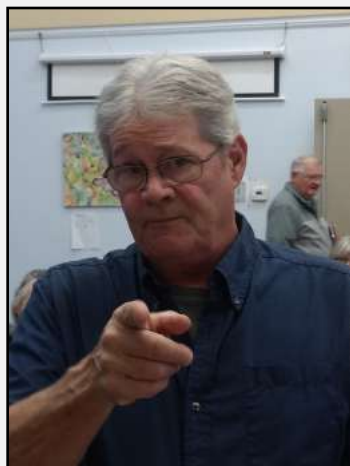
Greetings Everyone,

I hope everyone is enjoying the good weather and of course the kids and grandkids are enjoying their summer.

We have some events coming up, the 40th birthday bash, and the Saanich Fair, and of course we need volunteers to help entertain the masses, so if you can help out, or if you can bring some boats to show off then please come out and have some good fun.

The Father's day event at Heritage acres was, I thought, a very good time. I had never been there before and was impressed. There is a lot of stuff there, definitely a good time and I'm hoping we will return for the Fall Threshing Event in September.

Mike.



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

**Birthday Bash, Harrison Pond.
5th. August. Dentin Cup and Steering Course.
Saanich Fair, 1-3 September.**



**Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Road
Upcoming meeting: July 12th. at
Harrison Pond. Just to play with boats.**



**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 - June 14th, 2018

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

New Members: None

Health & Welfare: Nothing to report

Financial Report: Mike Creasy gave an overview and said our income is down compared to last year. This is partly due to no shows at Westshore Mall and Government House. Club will be participating at the Saanich Fair.

Sailing Report: Nothing new to report

Old Business: Nothing new to report

Upcoming Events: Heritage Acres - June 16th and 17th, 2018

Show & Tell: Arnold McCutcheon - building a boat from miscellaneous parts donated to the club by Dave Denton's wife Marian.

Mike Creasy - showed progress on Fort/Parks Class Freighter which is Canada's version of a Liberty Ship.

50/50 Draw: Cash - won by Ron Hillsden
Hex Key Set - won by Murray Baines

Reminder that there won't be any meetings in July and August. (Correction, we'll all be down at Harrison Pond in July, and we will in fact need to have a meeting at St. Peter's in August)!!

Meeting adjourned at 8:20 pm

June's Show and Tell.

Arnold showed the mould for the hull of a Thomas Tug and the first hull out of the mould. This will make up into a really nice small tug model with great performance. Ideal for a no trouble play boat. We all need one of those.



Mike Creasy showing progress on the superstructure for a Fort or Park ship WW2 freighter.



These were the Canadian version of the Liberty ship, and a part of the Canadian war effort of which we should all be very proud. Mike and Mark Giles are leading the way on this model, and we hope more members will see fit to build their own.

Father's Day Weekend at Heritage Acres

Earlier this year we arranged to take our mobile pond up to the Father's Day event at Heritage Acres. The 27 acre site is basically dedicated to preserving and showing the history of the Saanich Peninsula and Southern Vancouver island in the form of all kinds of artefacts that they have collected over the years. But in addition the site hosts a major model railway for Vancouver Island Model Engineers. VIME run ride-on model trains, both steam and internal combustion, over the more than a mile of track through the woods on the site. The Saanich Heritage Artefact Society (SHAS) runs full size and model steam engines and tractors, a number of vintage cars and trucks, and opens a series of preserved old buildings with displays inside depicting the way life used to be in the area.






So the place offers a great experience and learning opportunity to children and adults alike, and a display of model boats is a very good fit with what is already there.

And our people who ran our display had a great time. We put on a show of which we may be proud, and our hosts

were very appreciative. They supplied our guys with a free pancake breakfast and hamburger lunch, and were very complimentary about our display. We have been invited back to the next major event, the Fall Threshing demonstration in mid September, and all our club members are offered a free first year's membership of the SHAS. (Normally \$20). Be warned, I am a member already, and the place is addictive with its opportunity to pick your own project to restore and the freedom to use their well-equipped shops to do so.






HERITAGE ACRES

SAANICH HISTORICAL ARTIFACT SOCIETY

GUIDE TO STEAM ENGINES



This SAWYER MASSEY Steam Engine is over 100 years old, and has recently been refurbished. It was supplied brand new to Black Bros. Of Sidney BC by E.C. Price Ltd. Vancouver on July 26th 1907. Black Bros. Contracted their threshing services to different farms around the peninsula, it was supplied with optional wooden road wheels. The first engine was H. Young who worked for Black Bros. The engine was sold to William Dookin of Mayne Island in 1909. The Dookin family only needed to use the engine to run the threshing machine about two days per year, and retired the machine in 1935. It was donated to the SHAS in 1970. On the next page you will see the original boiler which was replaced on this unit in 2018.

BOOK YOUR OWN EVENT AT
HERITAGE ACRES
 CONTACT THE OFFICE
 FOR MORE INFORMATION



History



United Kingdom

Name:	HMS <i>Abdiel</i>
Builder:	J. Samuel White, Cowes
Laid down:	29 March 1939
Launched:	23 April 1940
Commissioned:	15 April 1941
Identification:	Pennant number M39
Honours and awards:	JUTLAND 1916, BISCAY 1941, CRETE 1941, LIBYA 1941, SICILY 1943
Fate:	Lost, 10 September 1943

General characteristics

Class and type:	<i>Abdiel</i> -class minelayer
Displacement:	2,650 tons (standard) 4,000 tons (full load)
Length:	127.4 m (418 ft) (overall)
Beam:	12.2 m (40 ft)
Draught:	3.4 m (11 ft)
Propulsion:	Two shafts Geared turbines Four Admiralty 3-drum boilers 72,000 shp

Above information courtesy of Wikipedia.
Picture below courtesy of web site: Model Warships Gallery and Phil Reeder

British War Ship modeler, Phil Reeder has produced a great looking model of HMS Abdiel shown below. One aspect to these Abdiel class vessels is they look like a small cruiser but in actual fact just a little longer than a destroyer. Nice model Phil



The Earliest Ships?

I went on holiday with my grandkids. To Crete. We had a great time.

We went to the "Palace of Knossos". This was the centre of the Minoan civilization around 1700 BC. That's 3,718 years ago! At that time, there were likely 100,000 people living in the city built around the "Palace". They had probably the oldest written language in Europe (Linear A).



Ancient Greek historians, Herodotus and Thucydides, told that Minos, the legendary King of Knossos, established a sea empire, and dominated the Aegean Islands and at least southern Greece, including Athens.

But the "Palace" wasn't fortified. And the archaeological remains are terrific on art and pottery and storage, but very light on weapons, and only a few tiny representations of ships.

The Minoan rule was ended by the rise of the Mycenaeans from mainland Greece, possibly after the Minoan sea power was destroyed by a tsunami from a major earthquake on Santorini, 110 km north of Crete. Knossos was destroyed in 1370 BC.

Knossos rose to power at the beginning of the Bronze Age in Europe, yet Crete has neither copper nor tin. The Minoans imported both copper and tin in the form of "Oxhide" ingots from the area of Syria. That they had a dominant position in trade makes sense just from Crete's position in the Eastern Mediterranean. It's on the way to and from almost everywhere.

Anyway, at the Crete Maritime Museum in Chania, starting in 2004, they did a major experimental archaeology project resulting in a replica of what might have been one of the earliest seagoing ships. For this project they used only bronze tools, and the design was based on the idea that a ship could be built by "rolling up" a raft made from split half-logs. Also the few tiny representations of Minoan ships that do exist show a



strange structure, almost like a ram, projecting from the stern of ships with both sails and oars. But nobody, ever, would ram backwards!

What they came up with, after a lot of research and computer design and simulation, is a really unique, but completely viable craft, that has made extensive voyages in the Aegean. Most striking is the basic frame, from three whole trees and a cross log. One tree was laid on the ground and its ends bent up to form a one piece keel with

a high bow from the top of the tree and a low stern from the butt. Two more whole logs, roughly the same length, were lashed tops together high on the bow, and then a cross log inserted close to the stern, and the two butts lashed together behind the stern, just above the waterline. Imagine an "A" frame after the two bottom legs are drawn in together by bending them in. It's a shipshape. The two logs form a relatively rigid bulwark.

Then half-logs, split from the tree, were lashed, split face out, with much smaller whole round poles between to form a backing against which caulking could be set. Inside the bent up structure, what would be the cross poles of the 'raft' become the ribs. Then the half-split poles are rabbeted to the keel pole at bow and stern. Now look at the photos, I'm at a loss for word pictures.



Cross thwarts are set inside, and the top of the 'A frame' poles carry the thole pins for the oars, and then at the stern, the steering oars, nicely outside the wash of the hull, but inside of the line of vortices from the oars.



Finally, the hull was covered with cloth and painted, to form the ship you see.



The result has more of a 'V' shaped hull than a wine-glass, so stability is lower than a comparable clinker 'Viking' type hull. Hence they fitted it with a very low aspect ratio square sail. But it is a very credible dual purpose craft. With a small crew, and relying mainly on the sail, it could carry a large

cargo, and Cretan olive oil was clearly a major export from the earliest times. But a much larger crew could ship as additional oarsmen for raiding or battle, giving the ship superior speed and manouverability under oars.

I'm very much in two minds about this ship. I think the archaeologists have proved that a ship can be built this way, but I'm very doubtful that they have proved that any ship ever was.

In particular, if the timber would split in half reasonably cleanly, then it could also easily be split multiple times to form planks, which would be much lighter than the half-rounds. The



bent 'A frame' gunwales are very, very elegant, but that's again a lot of weight hanging off the back to no good purpose.

The earliest ship found anywhere in the eastern Mediterranean is the Uluburun wreck from 1300 bc. This was built from Cedar of Lebanon planks edge jointed with oak tenons. This method of construction was common in later Greek and Roman shipbuilding. Cedar of Lebanon trunks can be 7 feet or more in diameter, and the grain is straight and splittable, although knots are frequent.

But there it is, a whole batch of interesting questions. Were the Minoans shipbuilding pioneers? How did their sea empire work? Were they originally immigrants from Syria/Lebanon, bringing the technology with them? When were sea-going ships first built? Could we build a model ship this way?

Stuff of Dreams!



Adrias

In the Maritime museum in Chania, Crete, are two men with our dream job. The model makers! Their workshop is open when the museum is open and of course I went in. I couldn't talk to them, because I am totally ignorant of Greek, but they smiled a welcome and waved an open hand when I raised my camera.

On the bench nearest the door was a gun turret in construction. Beautiful, detailed patient work in all wood, as far as I could



see. And on the other bench was a warship, with the number L67, close to completion and presumably the intended recipient of the gun turret. The detail and finish were obviously of "museum quality", the two modellers would look right at home in our club, and the models I had already seen in the museum proper were a testament to their skill and dedication.



But look closely at the photo of L67. Notice anything missing? There's no bow! What a unique model! Got to be a great story!



Yes it is! This from Wikipedia:-



L67 was the Adrias, of the Royal Hellenic Navy. After the German invasion of Greece in 1941, the operational ships of the Royal Hellenic Navy joined the Allied forces in the Mediterranean and did great service to the Allied cause throughout the war.

Adrias was a type III Hunt Class escort destroyer built at Swan Hunter's yard, Newcastle on Tyne and immediately loaned to the Royal Hellenic Navy and commissioned as Adrias on the 5th August 1942. (Adrias is an ancient Greek town in Italy, after which the Adriatic sea is named.) Her commander was Ioannis Toumbas.

Adrias likely accounted for two German U-boats, and her escort duties included the Sicily landings. She was also one of the four Allied ships that accepted the surrender of the remains of the Italian Royal Navy out of Taranto.



But then on the 22nd October 1943, near the island of Kalymnos with the British destroyer HMS Hurworth, another Hunt Class, Adrias struck a mine and the explosion tore off her bow. Hurworth was trying to close on Adrias when she too struck a mine and was sunk with the loss of 143 men, but Adrias remained afloat, rescued the

survivors of Hurworth in spite of her damage, and reached the coast of neutral Turkey.

After minor repairs Adrias sailed on without her bow and reached Alexandria on the 6th. of December, the feast day of St. Nicholas, the patron saint of Seamen. What a unique feat of seamanship, 730 nautical miles with no bow! The first 300 were within range of German bombers based in Greece, so she sailed them at night only.

Temporary repairs were made to Adrias' bow and she was part of the Hellenic Navy fleet that arrived back in Faliro, Athens, after the liberation of Greece. With the end of naval operations in the Mediterranean she was sailed back to England where she was returned to the Royal Navy.

There are many resources on the net for a model of the Hunt Class, including a Vic Smeed plan from the Model Boats plans for a 1:96 scale 35 inch model. Now a working R/C model with the bow blown off!



Temptation at the foot of the Acropolis



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
Box 55
Victoria, BC V8Z 3E9

BC Shaver & Hobbies

Garnet Rancier

742 Fort St, Victoria BC V8W 1H2
(250) 383 0051
<http://www.bcshaver.com/>



Ship Kits & Accessories
Radio Control
Tools and Material

INDUSTRIAL

PLASTICS & PAINTS

HERITAGE HOUSE



**TROPHIES
& AWARDS**

HERITAGE HOUSE TROPHIES & AWARDS

135-2745 Veterans Memorial Parkway, Langford
250-590-5446

website: www.heritagehousetrophies.com
e-mail: hhtrophies@shaw.ca

PLEASE SUPPORT OUR LOCAL SPONSORS