

May 2018 Volume 40 Issue 5



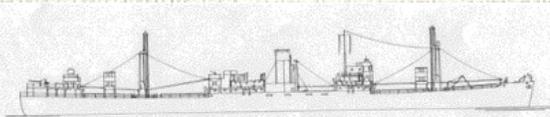
THE BINNACLE

Victoria Model Boats
Victoria, B.C.



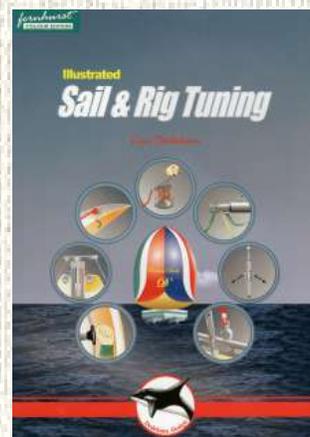
April Meeting Minutes
and Show and Tell

Battle of the Atlantic



Victoria's Forts and Parks

Book Review



<http://www.vmss.ca>



**From
The Bridge**

Greetings Everyone,

Well, here we all are in May already, summer quickly approaching, sunny weather and around better boating weather.

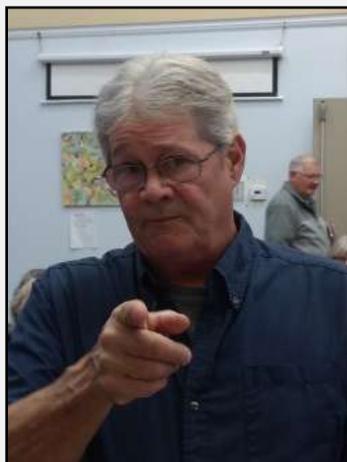
VMSS has a number of events coming up in the next few months like the Fathers' Day event in mid-June, Birthday Bash in August, Saanich Fair in September. And all these events need volunteers to man them, If you could help it would be much appreciated, thanks.

As well, there are many other events going on with the other clubs, that I'm sure some of you will take part in, at least as spectators.

Better weather for boating at the pond and at the lake. Life is good!

Take care and play safe.

Mike.



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

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

Fathers' Day Event, Saanich Heritage Acres. June 16-17.



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

Victoria Model Shipbuilding Society
General Meeting - April 12th, 2018

Call to Order: 7:35 pm by President Mike Bush

New Members: Dave North

Health and Welfare: Nothing to report at this time

Financial Report: Mike Creasy reported that \$400.00 was spent on stationery, postage and mailouts to every member with information regarding the "Special Resolution".

Mike was thanked for all the work he did in putting this together.

Sailing Report: Barry Fox said "Beaver Fever" was well received. The "Coastal Cup" is being held at "Long Lake" on Saturday April 21st, 2018.

Old Business: CRD Project on Dallas Road - Jim Cox attended meeting with Mayor Lisa Helps. The concerns that Jim expressed at this meeting were

- (a) access to the pond
- (b) parking
- (c) brush cleaned out and
- (d) new signage.

Mayor Helps said she would pass the concerns along.

Constitution/Bylaws -

Nic Nicolson wanted to add a "Harrassment and Bullying" clause into the "Constitution/Bylaws". After much discussion, it was decided that this clause would not be necessary. There was a vote taken by the paid up members to accept the proposed constitution/bylaws and it was accepted by the majority. The voting was done by a show of hands.

Upcoming Events: Heritage Acres - Ed White reported that they are looking forward to the participation of VMSS. Event is on June 16th and 17th, 2018.

Buccaneer Days - Jim Cox said there's no access to water and also security so we won't be participating.

Maritime Museum Block Party - Rick Gonder said the event is being held May 21st, 2018. However It's short notice so we will be addressing the event again in 2019.

Classic Boat Festival - Rick Gonder said we're putting it on hold and reviewing it early next year due to a conflict with the Saanich Fair.

Battle of the Atlantic - Ron Armstrong is organizing the event to be held at Harrison Pond on Sunday, May 6th, 2018 at 10:00 am. Ron passed around a volunteer sheet for names of members who are willing to help with the refreshments.

Maple Bay Fun Day - will be held on May 19th and 20th, 2018 and everyone is invited.

Show and Tell: - Ken Lockley - "Fairmile B".
- Arnold McCutcheon - Progress on sailboat he's building.
- Mike and Mark - Fort & Park cargo vessel.

50/50: - Set of clamps won by Mark Giles
- Cash won by Craig Paterson

Meeting adjourned at 9:10 pm

April's Show and Tell.

April's show and tell session was a great one. Mark Giles was first up with the building frame for a 1:100 model of a Fort ship from the second world war. This was following up from March when Mike Creasy showed the plans. Mark outlined the process of lofting to get the bulkhead shapes from the plan lines and showed some of the photographs he had got during the month while researching the ship.



Mike Creasy followed up with his work on the superstructures for the Fort ship. He also talked about the research, and the difficulty that there were many variations in the superstructure between the various versions of the Fort ships, so just when he thought he had it right, a different one would show up. He has been building these in Styrene, and found it a lot easier to work with than wood, with the exception that the glue fumes were a real problem.

Arnold McCutcheon showed an experimental catamaran (Don't look at the hulls!) that he had built to play with a lateen sail mounted into an "A frame" mast. This avoids the issue that all traditional lateens have, that on one tack the sail is distorted by the mast and its airflow spoilt. Arnold had made the "A frame" from old aluminium tent poles, and told about annealing it for bending. The trick he picked up on the internet was to smear a stripe of soap onto the bend area and then heat it till the soap just turned black. Allow it to air cool and the bending goes easily. But do it soon, if you leave it a few days, it re-hardens.



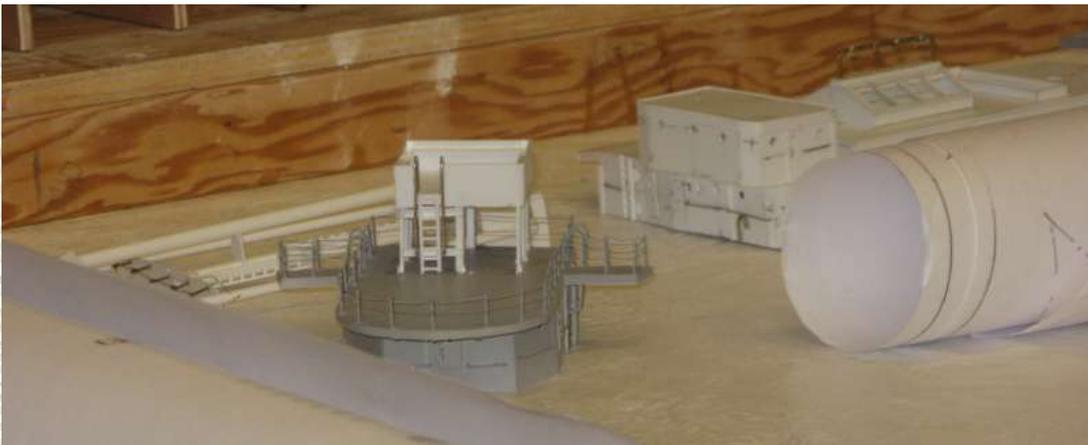
Bill Andrews had brought along a beautiful river boat model for sale, which was rapidly snapped up by Jim Cox, who had his eye on it for years.



And Ken Lockley showed the latest progress on his Fairmile B, hull complete, deck installed, and main superstructure made and all painted. Beautiful work.



A close-up of Mike's styrene work for a Fort Ship.



The Forts and Parks of Victoria.

The lend/lease programme of world war two resulted in over 3000 tramp steamships being built in North America based on a single basic design and a venerable steam engine. The ships that were the Canadian part of this huge effort were named after Canadian forts or parks and there were 353 of them. It's not an exaggeration to say that these ships prevented the 1000 year Reich, built the great Greek shipping interests after the war, expanding world trade hugely, and paved the way for our modern, containerized, global, trade system.

19 of these were built by Victoria Machinery Depot, right by the Bay Street bridge, and two by Yarrows of Esquimalt. Mike Creasy and Mark Giles showed progress on their models of these ships at April's show and tell, but they didn't give a name.

I thought I'd research their choices.

From Victoria Machinery Depot:

Brentwood Bay Park, completed in November 1943 as a Victory variant tanker (oil fired, water tube boilers). Managed for the war by Imperial Oil, she was sold on after the war to Norwegian interests, then in 1953 converted to dry cargo, and finally scrapped in India in 1962.

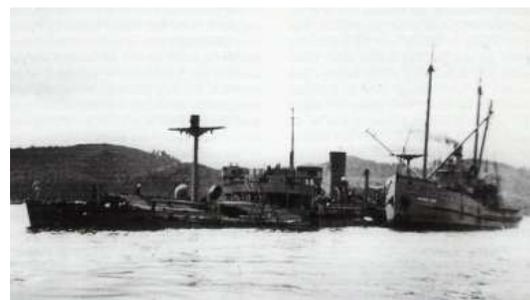


Clearwater Park, completed January 1944, another Victory tanker, managed for the war by Shell Canadian Tankers, again sold to Norway, converted to dry cargo in 1955 under the Liberian flag, and scrapped in Shanghai in 1965.



Cypress Hills Park, completed February 1944, again a Victory tanker for Imperial Oil, and converted to dry cargo in 1955. She soldiered on till 1971, when she was scrapped at Bombay.

Fort Camosun, completed June 1942, a North Sands dry cargo variant, she was torpedoed on her maiden voyage off the Washington coast on 20th. June 1942, repaired and returned to service. She was torpedoed again off the East African coast, 3rd. December 1943, again survived and continued to serve till 1947. She was then returned to the U.S. Maritime Commission, who placed her in the Reserve Fleet until she was scrapped in 1960.



Fort Douglas, completed August 1942, another North Sands, managed by the Court line for the war, returned to the USMC reserve, and scrapped by them in Baltimore in 1958.

Fort Hudson's Hope, completed November 1942, managed by Glen and Co, Glasgow for the war, she was sold on by the USMC in 1948, and, interestingly, converted to Fiat diesel engines by the Italia line of Genoa in 1951, together with special deck holds for Italian motor car exports. She then had a capability for 14 knots, amazing, as the Italvega. In 1966 she became the Bellport, under Lloyds Africa Ltd, Liberia. and she was finally scrapped in 1972 at Faslane in Scotland. The photo shows her as Italvega.



Fort Langley, launched in May 1945, same as me, she was a Victory variant finished as a stores issuing ship, and ended up on the permanent strength of the Royal Navy in 1954. She was decommissioned at Devonport in February 1970, and scrapped at Bilbao the following July.

Fort Liard, completed October 1942, a North Sands, managed for the war by Chr. Salvesen, Edinburgh. Just like Fort Douglas, she went back to the USMC and was scrapped at Baltimore in 1958.

Fort Sturgeon, completed May 1943, another North Sands, managed by Walter Runciman & Sons, Newcastle, she lasted until 1966 when, as Aktor, she sank in the Phillipine sea.



Fort Tremblant, December 1942, North Sands, she was sold by USMC in 1947 to Seager & Co, Cardiff, as Beatus. She had another 8 years as Stanland and was finally scrapped at Hong Kong in 1963.

Fort Walsh, January 1943, North Sands, was managed through the war by Larrinaga Steamship Co, of Liverpool. In 1947 she was sold to Nava Alta Italia, as the Monstella, and in 1951, her engine was changed to a steam turbine. You have to wonder if the Scotch boilers survived. In 1965 she was renamed Tihi, and she was broken up in Hirao in March 1967.

Fort Wrigley, April 1943, North Sands, was managed out of Liverpool and London for the war, in 1948 came to the Papachristidis Company of Montreal. They kept her till 1956 and sold her to an Italian Company as the Appulo. She was scrapped in Italy in 1962.

Hastings Park, a Victory variant, launched in October 1944, was managed out of Vancouver by Western Canada Steamships, who bought her in 1946 and renamed her the Lake Kamloops. They sold her in 1950 to Muhammadi Steamships of Karachi, Pakistan, who ran her as Lavadara and then Al Sayada until she was scrapped in Pakistan in 1967.

Lakeside Park, April 1945, was a Canadian variant, oil burners being added to the Scotch Boilers. Canadian Pacific Steamships sold her on in 1946 to Goulandris Bros and in 1952 she passed on to Lemos and Pateras Ltd. In 1958 she grounded in the Arabian Sea, was floated off and beached, but broke in two and was scrapped in Port Okha.

Mission Park, October 1944, was another Victory variant, managed by Canadian Transport of Vancouver. In 1947 she became the Ottawa Valley for the Montreal Australia New Zealand line, and 7 years later passed to the Government of Yugoslavia as the Rog. In 1966 she became the Mills Trident, for Aries Shipping, Hong Kong, and was scrapped at Kaohsiung, Taiwan in 1969.

Mount Royal Park, October 1943, was a Victory tanker, working initially for Imperial Oil. In 1946 she was sold to Hansen-Tangen, of Norway, and then in 1954 was converted to dry cargo and sold to Sterling Shipping of London as the Sterling Viking. In 1956 she became the Alcyone Might and just a year later the Orjen for Yugoslav Ocean Lines. Eleven years later, 1968, she was scrapped at Kaohsiung, Taiwan.



Salt Lake Park, October 1944, was a Victory variant, managed by and then sold to, the Canadian Australasian Line as the Wairuna. The last reference I have on her was that she was named the Bonna in 1960.

Seven Oaks Park, was a Canadian variant, completed July 1945 for the Seaboard Shipping Company in Vancouver. She carried the names Seaside from 1946, Rubystar from 1952, and Lagos Huron from 1956. She was finally sunk in the Phillipines as a result of damage from a series of typhoons from June 1960 to March 1961.



Yoho Park, completed July 1943, and first managed by the Canadian Australasian Line, switched names to the Fort Highfield in 1944. In 1951 she was sold to Windsor Overseas Freighters Ltd as the Darfield. She went aground ten miles north of Los Angeles in 1954, was towed to Los Angeles, and then scrapped at Terminal Island, California.

Yarrows Ltd. Esquimalt.

Both of the Forts built in Esquimalt were straight North Sands design, and coincidentally both had relatively short lives.

Fort McLeod, completed June 1942, and managed by the Glen Line, was sunk less than two years later, March 1944, east of the Maldive islands by torpedo and then gunfire.

Fort Pelly, August 1942, passed to Sr. Robert Roper and Co, Ltd. of West Hartlepool, was bombed and sunk in July 1943 off Augusta, Sicily.

So there you have it, Victoria's part in the biggest shipbuilding effort in history. It's far from being all of Victoria's shipbuilding history, but it was a noble effort, and for us as modellers, offers a lot of scope for detail variation on a single theme. We hope, this coming meeting, to hear more from Mike and Mark about the possibility of fibreglass hulls being available, and to see the results on our pond in the years to come.

The biggest source for this was the book "A Great Fleet of Ships" by S.C. Heal. I also found more details on Nauticapedia, at the website fortships.tripod.com, the B.C. Archives site, transportsofdelight, and shipsnostalgia.



Battle of the Atlantic Day
Beautiful Day, Good People,
Fantastic Models.



Book Review

I am (sloowly!) creeping up to the point where I start the sails and rigging for my vintage "A" class, (design Highlander by Dick Priest).

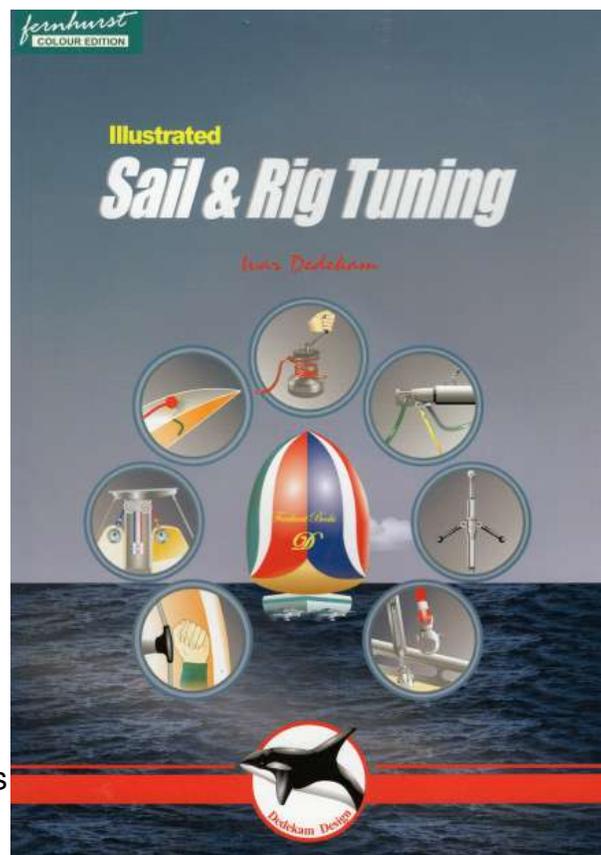
So this book kind of leapt into my hands at my last thrift store cruise. And I think the author, Ivar Dedekam, has done a pretty nice job. It is about full size sailing, not models, but the illustrations are so nice and clear that I think it could be invaluable for modellers. It covers how the sails of a modern yacht work under most conditions and points of sailing, and all the ways that the sail shape can be influenced to get the best out of it.

There's a good deal of discussion of the spinnaker which is not so relevant to model yachts, but the gennaker might be a possibility, and all of it is at least interesting.

The explanation of how and why the sails work and interact is non-mathematical and also very clear, and leads very logically into the sail tuning settings he recommends. There's a lot more to it than I initially thought and although we are unlikely ever to get the ability to adjust as we sail that a full size yacht has, it does give a basis for setting up our little yachts to suit a particular day's conditions.

The last section of the book is the setting and tuning of the standing rigging. This is going to give me some real insight as to what I am doing when I try to get my 8 foot mast to stand up. There's a lot of information about dealing with a fractional as well as a masthead rig, and it's already changing my view about the design and placement of the deck fittings.

So for you IOM guys, it's obviously no substitute for the advice of experienced radio helmsmen, but I think everyone is going to get something from it in extra understanding of what we do.



A Little Note about the Website.

I am trying to learn how to edit our website, with help from Steve Meredith who did an outstanding job of setting it up. This is so that I can start to keep it updated more regularly. It's going to be slow, but I have now found how to update the blog, and have put on a couple of entries. They are just kind of "What I did today about modelling." snippets, but that's all it needs to be. If anyone else would like to contribute, just an e-mail with maybe a photo attached is all it would take to get me to put it on, or if you fancy making a more regular contribution, we can arrange direct access for you.

Your hints, your tips, your little triumphs or minor disasters, are all things your friends in the club are interested in.



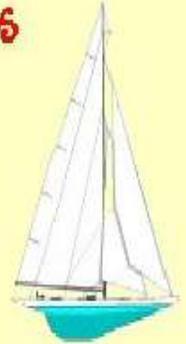
The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

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