

November 2018

Volume 40 Issue 10



The Binnacle

Victoria Model Boats
Victoria, B.C.



Victoria Model
Shipbuilding Society



Club History Part 3
Ron Armstrong

October Show and Tell
Ken's YAG



Bellerophon Part 2
From the 1st. June to the Nile.

Plus:

A Grand Banks Schooner
Annual General Meeting Notice
Minutes of last AGM : Page 18
Boats and Kits for Sale
Christmas Dinner Tickets

<http://www.vmss.ca>



From The Bridge

Hi Everyone,

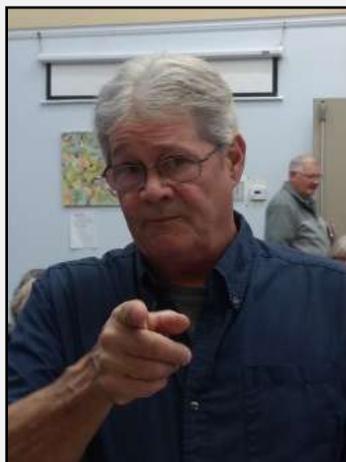
We have a lot of things coming up in the next few weeks. First, we have our official Annual General meeting this week. Since we just rewrote our constitution and by-laws, we have no excuse not to do our official business right. The biggest part of that is the election of the club directors, that is the President, Vice-President, Secretary, Treasurer, and Director at Large. We also have a number of appointed positions to review and we need you to come and vote and to volunteer if you feel you can help.

We are also holding a best build of the year on Thursday night. Any boat you have built yourself that has not won a previous best build is eligible. Bring out your beauties.

Next, our Christmas and Awards dinner is taking place on the 13th. December. Tickets, \$30 per person, will be on sale on Thursday and we want your cash.

Two days after the dinner, on Dec 15th. at 4 pm. will be the Christmas light-up parade at the pond. Break out the LEDs and extra batteries, it's a lovely evening.

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: Vacant</i>	
<i>CRD Liaison: Adrian Harrison</i>	<i>592-4232</i>
<i>Parks Liaison: Mike Claxton</i>	<i>479-6367</i>
<i>Sailing Director: Barry Fox</i>	
<i>Membership: Bev Andrews</i>	<i>479-2761</i>
<i>Club Historian: Ron Anderson</i>	
<i>Facebook/Media Relations: Rick Gonder</i>	

All above area code (250)



ON THE RADAR

Upcoming Events

Christmas/Awards Dinner. 13th December.
Christmas Light-Up Parade, Harrison Pond
4 pm. 15th. December.



Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Road
Upcoming meeting: November 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 - October 11th, 2018

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

Old business:
None

New business:
Ron Armstrong will be the VMSS Historian.
Rick Gonder will look after the Web & Facebook

Pascal and his wife have moved up north so he won't be available to do the club's laser cutting. Terry Gerard said he has a friend who does laser cutting so he's going to speak to him to see if he will do any work for us.

Rick reported that CRD crews will be working on the pipeline near Harrison Pond early to mid 2019.

Rick is co-ordinating VMSS participation at the Point Hope Shipyard open house at the end of May/June.

Rick and Ed spoke about joining the Monterey Seniors Club in Oak Bay. They said they have an excellent workshop that members could work on their boats, attract new members or take part in any of the activities. The annual membership fee is \$100.00

Rick is going to talk to Ron Burchett regarding a tour of his place in Crofton.

Finance:

Mike Creasy reported that as of September 30th, 2018 the club has a deficit of \$1245.00. This will hopefully sort itself out with the upcoming 2019 dues.

Show & Tell:

Ken Lockley - building a model of a training vessel
Ron Armstrong - building a springer made from tin
Arnold McCutcheon - showed a mould of a hull he's working on.

Sailing report:

The upcoming final race in the year long Coastal Cup Series was held at Royal Victoria Yacht

Club and Barry invited anyone interested in seeing some good boats sailed very well, to come out and look for them at one end of the docks or the other.

Barry informed everyone of a potential group buy for Dragon Force DF65 yachts if they are interested as a small group was starting to come together that wanted to start racing them locally. A possibility of maybe some new members and a chance for the few members who did buy a few boats a couple of years ago to maybe be able to sell theirs if they wanted to. He pointed them to a Facebook page called BC Region RC Sailing for more info.

A reminder that the November General Meeting will be the elections of officers for 2019. Only paid up members are eligible to vote.

50/50: Small tool kit won by Ed White

Meeting adjourned at 8:45 pm

October Show and Tell.

Three members brought their latest builds to show.

Ken Lockley showed a hull, half planked, of a Canadian Forces Training Vessel, a "YAG" boat. "YAG" stands for "Yard Auxiliary, Training", and there were ten of these built in the 1950s. They were 75 feet long and powered by twin 320 hp diesels. They had a long service life, indeed there are still two in use at Comox Spit.

Ken got started on this in addition to his main build for this winter, the Manxman.



Ron Armstrong showed his current work on a Springer which is unique in being all tin. There are no bulkheads inside because the tin is strong enough on its own. It does feature a worm gear driven winch and totes two 6 volt lead acid batteries. Currently it runs slightly bow down on the pond, but that will get corrected in time.

And then came Arnold McCutcheon, innovating again. This time he has used the small tug mould he has to experiment with a modeller's version of ferroconcrete in making a hull. Arnold used a mixture of vermiculite and portland cement together with plastic net for reinforcement to keep the weight down. The mixture was quite dry and Arnold simply patted it into the mould by hand, but it did slump as it dried and he had to use a forstner bit to thin down the bottom. A work in progress.



The club has two Jetstream 800 speed boats for sale. They are complete with radios, batteries etc. But they have been in storage for more than 5 years so they are going to need both TLC and money. The price to you is \$50 apiece.



These will be at Thursday's meeting so if you feel the need for speed?

Rick Gonder is selling a Graupner Multi Jet Pilot/Coast Guard Cutter kit. Includes motors, jet drives, servos etc. Build and add batteries. \$300 firm. Contact Rick at (250) 744-8610.



Point Hope Maritime Open House

As mentioned previously, we have been invited to participate in the Point Hope Maritime 2019 Open House. As a lead up to the event, the editor of the PHM newsletter wants to write an article on our club.

I'm putting together a package for the Editor and would appreciate receiving some photos of members boats. I'd also like photos from previous events such as mall displays, Saanich Fair and events at the pond.

Please send photos to me at <rick21142@shaw.ca>.

Thanks

Rick Gonder

Dallas Road Pipeline.

The Project Management Team for the CRD Dallas Rd pipeline project has advised us that over the next few weeks we will see some activity in the area of Harrison Pond. Several trees need to be trimmed/pruned in preparation for getting pipeline equipment onto our site. There should be no interruption to pond use.

The CRD Pipeline Project Team have placed a series of stakes along the south side of Dallas Road beside our pond.

Due to a large tree on Dallas Road, the pipeline has been rerouted towards the northwest corner of the pond. This is in an effort to protect the root structure of the tree.



If you have any questions or concerns, please contact me at 250 744-8610 or at rick21142@shaw.ca.

Rick Gonder

Christmas/ Awards Dinner.

Our annual Christmas and Awards Dinner will be on December 13th. at St. Peter's Church Hall. Tickets are available now from Bill and Bev Andrews at \$30 per person.

They will be available at this week's Annual General Meeting so bring the money if you plan to come. Sales of tickets will have to close a week or so before the event to give the caterer the final numbers, so think sooner rather than later.

Swap and Shop in New Year

We are going to have a swap and shop event at a general meeting early in the new year. So start thinking about what extra space you need at home and what you might clear out to make it. If you have a project you have been dreaming about but not doing for years, maybe it's time for a new dream both for you and for someone else.

Cute!



The Schooner.

Last week I went out to see Ken Lockley, to have a look at his workshop. But when I got there Ken first introduced me to his neighbour, Dan Amirault. Dan originally is from Digby, Nova Scotia, and has just finished a restoration of a model Grand Banks schooner built by his Great Great Grandfather. Well, I had to see that!

And beautiful it is. William Henry Amirault was born in 1870 and became a schooner skipper. He carved this hull on a voyage to Australia in 1904.

It is a working model, having a full length lead keel.

When Dan brought it to Victoria in 2016 it was still in original condition except for the sails, which had been replaced in 1960. But 112 years had taken a toll and it needed work. Now it is finished, and stands proudly in Dan's house, as it should.

Dan has also produced a book giving the complete history of the model and its restoration. And very kindly has given the club an electronic copy of the book which I plan to add to the club website.

So this is just a taster, letting you know you have a treat in store.



SCALERS, SAILORS, ALL SKIPPERS ON THE SHORE**The V.M.S.S Story**

by

Ron Armstrong**1998 to 2008**

Once again I start this section with some corrections....

First, in March 1992 we changed meeting venues to the Royal Oak Scout Hall on West Saaanich Road.

Next I said the ribbon cutting ceremony with Victoria Councillor Pam Madoff on the west shore of Harrison Pond in the summer of 1998 was to re-dedicate the Pond. Actually it was for the dedication of the cairn that sits where the access path meets the one surrounding the Pond, and it happened on the morning of our Fall Fungatta, September 13th. It was so sunny it could've been June.

Though we take it for granted today, we had to persuade City Parks to agree to its' placement(even though the Pond is city built and owned). Our understanding was that the Department would provide the stone and the its' pad while we paid for the engraving(we were richer then LOL). With that supposed contract I thought that we had to agree to the wording supplied by the humourless Assistant Parks Director "...by Victorians and Visitors alike". (Municipal pettiness again). But "he who pays the piper calls the tune"! Too late Ken Mann of Stewart Monumental Works(who did the engraving) said that HIS company provided the stone, without charge, while all City Parks paid for was the concrete pad!

The final oversight was unique politics(at least to this club). In November 1996 the very first election—as opposed to the usual acclamation—occurred when Ron Armstrong and Ron Hillsden competed. Ron A. won. The next year the same candidates created the second election in club history(none since) but the results reversed! The "Battle of the Rons."

1998 was a year full of action, appropriate to our 20th Anniversay....

Use of computers increased and thus members acquired emails.

Romaine Klaasen remained as prolific as ever with his monthly "Sub Subject." His unique combination of vast knowledge, eloquence, and humour was always welcome, though none joined him "down below",at least for a few years.

Hillside Mall hosted three shows with models on tables and running in our pond. It proved a great success for both adults(some new members resulted) and children who loved driving the Bonnie C and those loaned by members. Only one of the Army Cadets sharing the first event caused a problem, driving one of Bob Rainsford's boats like a maniac and hitting the pond walls with glee.

Bob had to tear the transmitter out of his hand and dress him down angrily. Uniforms obviously don't always guarantee good behaviour!

In this period new members joined steadily.

The "Binnacle" first printed Executive minutes, then occasional monthly minutes as well.

A complete catalogue of the Club Library was done by Derek Woolard and the same for the Club Plans by Ken Lockley. "Tech Talk" had lengthy columns by many members. Ken Lockley had many contributions there, as well as general ones of nautical interest. Ron Wild had a history quiz, while my "Times-Colonist" review of "Titanic" was re-printed. "Marlin Spike"(Bill Birch) recounted his seagoing adventures in WW2, and offered model building advice. Humour of all kinds lightened every issue.

Sail races on Beaver Lake happened regularly on the 1st and 3rd Sunday of every month, while power scale operations happened at Harrison Pond every Sunday between 10 a.m and noon.

In April 1998 Bill Barker--"The Dean of Precision Modelling within the VMSS" quoting Ken Lockley--- left to join his family in Ottawa. His contributions were diverse, from making the first club banner for Fallgatta '91, to building rotating tables for static judges, to creating Egg Crate Boats for fun. His building of the "True Briton" was videotaped by Jack Lenfesty, a collaboration that strained their friendship but allows his painstaking skill to live forever.

What may surprise readers now is that Ron Hillsden discovered photo-etching in June of 1998!

The June '98 FUNgatta experimented with all contestants using the same model "to level the playing field" . The club coaster "Bonnie C" was run through a challenging course devised by Ray Bethel and Rob Ross. The results were enjoyed by contestants and spectators alike. "Ocean 98.5"'s cruiser showed up in the afternoon to give away free pop and feature us on the air.

In February '99 another stalwart left us, when Ron Wild and wife Millie moved to Kelowna. He was 4X president, an excellent modeller of scale merchant and warships, and always willing to do any task for the Club. As chief of maintenance there he arranged for our inclusion in the Canwest Mall Hobby Show.

New member David Powell bought club lapel pins and gave them to the club.

In June the two Rons, Mike Gibson, and Bob Rainsford were part of a unique tug challenge during the World Championship Water Polo semi-finals at Commonwealth Pool. Our tugs had to tow 5 foot high advertising signs mounted on aluminum frames around the end quarters of the Pool. Fortunately our "tows" were very light, but the vigorous game in mid- pool produced waves a scale 12 feet high!

The next month the Executive honoured Geoff Walton with only the second Lifetime Membership issued, for his many contributions over many, many years. Advocate, fearless speaker, editor, regatta organizer, avid modeller, and possessor of the largest fleet in the Club. He was always ready to try new things, share his knowledge with modellers, and his time generously for the club. He later sent an extensive letter of appreciation, not only for this, but for all members' involvement and those who become Directors. He also thanked those who supported him and his wife during his surgery and hospital stay.

Canada Day saw a first event at Kinsman Gorge Park. Bud, Bob, John, Derek, Dave and the two Rons drove models in the swimming pool (larger than Harrison). Kinsman pre-event publicity had people asking for them before they arrived! Kids had a lot of "stick time" on "Bonnie C" and other craft, and the spectators were generally younger and more interested than those at Harrison.

Our July 23rd Fungatta at the Pond had the greatest turnout of spectators ever, @300 (due to a conjunction of publicity at the right time, including my history of Harrison in the "Times-Colonist Islander" that morning). 15 skippers ran "Bonnie C" until she broke down. Mike Gibson offered his "Bankert" as a substitute and the day was saved. A fitting success for our anniversary!

Saanich Fair was another success, with paddle boat races for kids a huge hit. The pool, built for us by the Fair officials, is much larger than our own.

For a 20th Anniversary reward, miniature versions of the new pennant were created by BECC flags thanks to Ron Hillsden.

The "Esprit de Club" Award went to Bob Rainsford for all his work, especially in the new position of Quartermaster. His property had a great deal of storage space, allowing the club's growing amount of show equipment and signage to be kept secure and dry. Bob by himself faithfully loaded the lot and transported it to the Pond or wherever it was required. And stored same by himself too.

In the sailing division, "Star 45's" and "EC 12's" were gradually replaced by "Reno's" developed by our intrepid Ken Lockley. It proved a handy and forgiving boat but the design didn't spread far enough for inter-club competition. The latter activity had races here, on the mainland, and as far away as San Francisco. Barry Fox soon became the "point man" for the division.

On August 27 we lost 15 year member "Capt" Geoff Walton. His myriad contributions are listed before. He was an admitted "rabble-rouser" to keep the Executive on their toes. As editor Julie Hillsden put it "he liked nothing better than a good verbal sparring match and it didn't much matter to him whether he won the point---he just liked to argue it"! He battled cancer long past what doctors his doctors expected, probably due to his Yorkshire cussedness.

New members David Powell and Bill Andrews soon "stepped up to the plate" with varied contributions. David, an avid sailor, created the "Footie", a simple catboat a foot long that performed surprisingly well. He also sailed a model sloop on Elk Lake during a mild chop and stiff breeze!! Later he adapted it as "One Foot Rule" to devise a "Timmy Tug", fully operational and ideal for our Canwest

shows.

But his lasting contribution was the Powell Cup, designed for those sailors who didn't fare well in the increasingly harder contests on Beaver Lake. Instead of the vagaries of wind and current as well as other competitors, it pitted all against "Lady Luck" and the clock. Each skipper was given five "Start" cards with both "status" and "directions". Boats proceeded to various "Ports" marked by tethered flags in Harrison Pond. On shore were "Harbourmasters" for each. Skippers called out their "Ports of Call" and had to pick one from a fan of blank cards in the Harbourmaster's hands. The card gave directions, and status, associated with a points amount, both positive and negative. These were indicated by poker chips—White for 1, Blue for 3, and Red for 5---which the skipper obtained or surrendered. If the card directed him or her to the same port he/she had to circle a neutral marker before returning. The game lasted 30 minutes, ending with a whistle or horn blast. Skippers counted their "earnings". Those with a minus quantity carried the debt over to the next running of the Event, which became three times a season. The highest scoring skipper with all three combined won the Cup. To date the highest score for one game is Lois Lockley at 72 points!

Bill Andrews took on Event Coordinator. He not only organized the set-up, takedown, and staffing, but always backstopped any vacancies. Later he started the 50/50 draws. His secret suppliers provided many a winner with a perfect tool to advance his or her modelling.

The years 2000 to 2008 have fallen victim to your author's technical ignorance. The "Binnacle" switched to full digital from paper printing in 2001. I have the complete printed collection, from which all the foregoing has been extracted. But succeeding years I did not "Archive", thinking foolishly that if read and not acted on they would somehow "just stay".

I can say that another popular member joined in this period, the jovial Dave Denton. His career as both a shipwright and machinist in Dockyard perfectly trained him for ship modelling. He was very skilled at both building and R/C engineering. Warm and funny, he had a special rapport with children. He also created the Denton Cup as the power alternative to the Powell Cup, with the same rules. In 2005 he instigated a unique "Certificate of Appreciation" for me.(which is how I know he joined after 2000).

Since there are still members with us from post 2000, I apologize for missing your contribution. Everyone will notice I have dropped the listing of Presidents and Editors as too much for a very full chronicle(which is actually a good thing, evidence of our diverse health).

Except..... major kudos to both Hillsdens, but especially Julie for editing "The Binnacle".

Until the next, and final, installment.

Bellerophon part 2. From the Glorious First to the Nile.

Bellerophon and the rest of the Channel Fleet got back to Portsmouth on the 13th of June 1794. Admiral Pasley survived the loss of his leg and was taken to Gosport's Haslar hospital for convalescence. At the end of July he was created a Baronet and granted a pension for the loss of his leg. He remained in service with the Navy however, becoming Commander in Chief at the Nore for a spell. before, in 1799, taking over as Port Admiral at Plymouth.

Captain Hope stayed with the ship to oversee repairs and returned with her to patrolling between Ushant and the Scillies at the beginning of September. On the 1st. of December she was back at Spithead and Hope handed over command to another captain. Hope continued a very successful career, being knighted in 1815 and becoming a Lord of the Admiralty in 1820.

The new captain was James, Lord Cranstoun, a Scottish aristocrat. He came aboard with his clerk, the masters' mates, the midshipmen, and thirty seamen from his previous command, the 64 gun Reasonable. This was common practice in the navy of that era, and helped to cement the bond between a captain and his crew. However, in Bellerophon, the relationship went wrong and the punishment book reflected a thoroughly discontented crew. A group of marines went so far as to send a letter of complaint to the General in overall command of marines at Portsmouth, asking to be transferred to another ship.

This was a serious challenge to Cranstoun's authority and he requested a court martial of the marines, complaining that Pasley had left the ship "more like a privateer than a man of war".

But Bellerophon was ordered to sea before a court martial could be arranged and joined a squadron under Vice-Admiral William Cornwallis.

The squadron had the Royal Sovereign of 100 guns, four 74s, Triumph, Mars, Bellerophon, and Brunswick, and two frigates, Phaeton and Pallas. On the 8th. of June they intercepted a French Convoy and captured eight of the merchant ships, but then on the 16th. the masthead lookout on Bellerophon sighted a strange fleet to the south east. Phaeton sailed to investigate and reported that there were 13 line of battle ships, 14 frigates, two brigs and a cutter, more than 4 times Cornwallis's force. Cornwallis ordered a retreat, but the wind dropped and the French were slowly gaining on his squadron. Bellerophon and Brunswick were lagging behind and Cornwallis ordered them to lighten ship as night fell.

At dawn on the 17th. of June the Bellerophon's log reads:-

"At daylight saw the French Fleet coming up very fast in three divisions. The weather division, nearly abreast, three of the line and five frigates, the centre, six of the line and four frigates, the lee division, four of the line, five frigates, two brigs and two cutters. Cleared ship for action. Started sixteen tons of water in the main hold to lighten the ship. At seven, went to quarters."





Cornwallis ordered Bellerophon and Brunswick to sail past the rest of the squadron to keep them in reserve, having considerable faith that if needed, they would fight to the death to try to save the rest of his fleet. The engagement then started with the Mars taking the first of the French fire, and the squadron hoisted battle ensigns and prepared to fight. Morale in the English ships was remarkably good and a feature of the day's action was the cheering from all the squadron as any of their ships fired on the French. But by four in the afternoon Mars was lagging further because of battle damage and several French 74s changed course toward her. Cornwallis swung the Royal Sovereign out of the line, put her between the Mars and the French, and let loose a full broadside. The French turned away, and, by pre-arrangement with Cornwallis, the Phaeton, several miles ahead of the fleet, started to signal that she saw strange sails approaching. Phaeton escalated the signals to identify this fictitious fleet as friendly and then turned back towards Cornwallis. The French assumed that the main force of the Channel fleet had arrived and broke off the action, returning to Brest. The whole action became known as "Cornwallis's Retreat" and was treated as a triumph in Britain.

[As an aside, in the last couple of days I have watched some U-tube videos of the computer game "Age of Sail". They are very pretty, and do give some idea of what it was like to be in a sea battle of Bellerophon's time. I found they made the story of Cornwallis's Retreat kind of come to life for me.]

It was mid-September before the squadron returned to Spithead and the court martial of the marines could be arranged. As it turned out the verdict honourably cleared both Cranstoun and the marines. Witnesses heaped praise both upon the captain and on the crew, and the court, led by Cornwallis himself, decided that the marines' complaint letter, while a mistake, was more than compensated by their conduct in the recent action.

Captain and crew returned to the ship and Bellerophon readied herself for a major refit. By the end of the year she had been stripped of armament, rigging, and ballast, put into dry dock for repairs to her copper bottom, the entire lower deck recaulked, and innumerable small repairs about the whole hull. Restored to full operational status, she returned in January to her regular beat, Ushant to Scilly, and stayed at it for the rest of 1796.

The only break in routine in that year was another change in captain. September saw Cranstoun appointed to the governorship of Grenada in the West Indies, (he died of lead poisoning before he could take up the post), and his place was taken by Henry d'Esterre Darby. Darby was no aristocrat, but came from a family of landed gentry in Ireland. He joined the navy at 13 years old, but was 27 before he made lieutenant and 34 before he was promoted captain. Now, at 47 he had command of one of the great 74s.

But while he and the ship got to know each other on the regular, routine, patrol, the game, as Sherlock would say, was afoot!

In 1795, the year before, Prussia, Holland, and Spain had made peace with France, which left France free in 1796 to send Napoleon in command of an army to invade northern Italy, take over the small states governed by Austria, and declare them new republics modelled after the new French constitution. In October 1796 Spain allied herself to France and declared war on Britain. And Spain had a formidable navy.

In December France attempted an invasion of Ireland. Forty four ships with 16,500 troops



sailed from Brest for Bantry Bay. Bellerophon was cruising with the squadron off Ushant but failed to sight the French fleet, and the Channel Fleet was wintering at Spithead.

But the French ran into appalling weather, easterly gales off the Irish coast prevented any landing and wrecked four ships, another seven were captured, and one of the 74s was wrecked on the French coast after a running battle with two British frigates.

Bellerophon heard about the invasion when she returned to Plymouth on January 2nd. 1797, and was immediately dispatched with three other ships of the line to shut the stable door between Bantry Bay and Cork. But the French were long gone.

On his return to Spithead at the beginning of March, Darby got new orders. Now, Bellerophon was to join the Mediterranean Fleet patrolling off Cadiz to deal with the threat from the Spanish fleet. She arrived on 30th. of May and was sent to join the inshore squadron. Two days of minor repairs and provisioning followed and then she was visited by the vice-admiral in charge of the inshore squadron, Horatio Nelson.

Nelson was newly knighted, after playing a major and heroic part in the victory of Cape St. Vincent, (February 14th. 1797), and the Mediterranean Fleet Admiral, John Jervis, had just become Lord St. Vincent as a result of the same action. They had defeated a Spanish fleet of 27 ships of the line with just 15 British ships, and now had the remainder of the Spanish firmly bottled up in Cadiz.

From June to October Bellerophon remained at anchor in the Bay of Cadiz with the inshore squadron, and then in October St Vincent ordered the entire Mediterranean fleet to sea and into a routine of patrols between Cape Trafalgar and Cape St. Vincent that lasted right through to the end of May 1798. Meanwhile Nelson had, in July, attempted an invasion of the Canary Islands and the capture of the town of Santa Cruz, but was beaten off. In the process his left arm was hit by a musket ball and subsequently amputated.

He spent six months of that winter convalescing at home in Norfolk and he rejoined the fleet at Cadiz at the end of April in the 74 gun Vanguard.

In that same period Napoleon had completed an inspection tour of the French Channel ports and concluded that an invasion of Britain was impossible without complete command of the seas. He thought that such superiority would take years to achieve, and proposed instead that France prepare an invasion of Egypt, giving her complete domination of the Mediterranean, and the possibility of attacking Britain's most prize possession, India.

The invasion force was assembled at Toulon and set out on the 19th of May, 1798, thirteen ships of the line, six frigates and corvettes, and four hundred transport vessels with 31,000 troops.

St. Vincent knew something of the preparations at Toulon, and now that he had Nelson back, sent him into the Mediterranean on the 8th of May with a small squadron to find out what was happening. Two weeks later he had orders to reinforce Nelson with a larger force. He sent Thomas Troubridge with a squadron of nine ships on the 25th. of May. They joined Nelson outside Toulon on the 7th. of June. The hunt was on!

And what a hunt it was. Nelson suspected that Napoleon had designs on Egypt, but did not know it for certain. Napoleon paused in the journey to take Malta, and Nelson heard of his doing so from the British ambassador at Naples, Sir William Hamilton. (Remember Emma!) But Hamilton told



Nelson nothing about Napoleon heading on for Egypt.

Nelson hurried south through the Straits of Messina to try to catch Napoleon in Malta. As he neared Malta, an intercepted merchantman gave the intelligence that Napoleon had already left Malta.

Nelson called a conference of his captains and they all agreed that Napoleon must be headed to Egypt. The fleet turned west south west to run downwind to Alexandria.

Nelson ignored reports of four frigates to the south, not realizing that in fact they were the outliers of the French fleet, and made it to Alexandria a week later. There, the Egyptians had seen no sign of the French, and their military commandant dismissed the idea that a French invasion could succeed.

Desperately impatient, Nelson ordered his ships north towards the coast of Turkey, and spent the next three weeks zig-zagging westward again south of Crete, trying to get news of the French.

In fact, Napoleon arrived at Alexandria less than 24 hours after Nelson left and so, in that same 3 weeks Nelson spent searching for him, Napoleon took Alexandria, won a decisive battle against the Egyptian army on the plain by the Great Pyramids, and entered Cairo to complete the conquest of Egypt.

On the day of the battle of the Pyramids, Nelson was at anchor in Syracuse, back on the east coast of Sicily. He reprovisioned there but got no more useful intelligence and sailed east again to the Greek west coast. There, finally, he learned for sure that Napoleon was in Egypt. South again, and on the 1st of July, saw the French transport fleet in the harbour at Alexandria, but no sign of the main French battle fleet.

It wasn't till 2:30 in the afternoon that they spotted the the French battle fleet moored in Aboukir Bay, 15 kilometres north east of Alexandria. There were 13 ships of the line centred on the giant three decker L'Orient, 120 guns. They had shallow water behind them, it would be dark in 5 hours, and it would be at least two of those before the leading ships could reach the French position. The French position was formidable, over 500 guns trained towards the seaward approach.

But Nelson would wait no longer. At 3 pm. he issued the signal "Prepare for battle and for anchoring by the stern. Then at 5 pm. he signalled again "I intend to attack the enemy's van and centre" and "Form line of battle as convenient". He meant for his ships to head for the front of the French line, turn towards the enemy and anchor opposite the leading ships. The French rear would not be able to come upwind to join the fight and the British would be able to overwhelm the front and centre before again moving downwind to take the rear. He knew his captains would understand the plan, and he could rely on them to carry it through.

But these captains were what he later called his "Band of Brothers", a reference to the Shakespeare; " We few, we happy few, we band of brothers; " and they did better than just obey. Thomas Foley had Goliath at the front of the British line and he was within musket shot of the leading French ship, La Guerriere, when he had the brilliant realization that the the French were anchored only by the head. There must therefore be enough water behind them for them to swing if the wind were to shift. And therefore there was enough water for him to take Goliath round the head of the French line and attack from the shore side. Guerriere was totally unprepared for this, her shore side batteries not even run out and with boxes and lumber blocking the upper deck ports. Four other ships followed Foley and began to deal some damage.

Darby and Bellerophon were eighth in the line and, with dusk falling fast, Darby turned Bellerophon directly towards the French centre on the seaward side. He probably intended to anchor

ahead of L'Orient so that he could attack her bow without facing the weight of her huge guns. Nelson's orders were fully understood to mean that there should be a spring cable from the bow to the anchor cable at the stern so the ship could be swung across the tide and wind to aim the guns.

But something went wrong as he anchored and by the time Bellerophon stopped she was directly opposite the huge French three-decker.

According to the French account she was "almost touching" L'Orient and the French put two massive broadsides into her before Darby could bring his guns to bear. At that time two minutes between broadsides would have been typical. But Bellerophon was trained and her crew determined. She started a series of rapid and disciplined broadsides of her own and kept fighting in spite of the scene from hell that her decks must have been.

Darby took a head wound and was knocked unconscious, then the first and second lieutenants were killed and command passed to the third lieutenant, Robert Cathcart.

Bellerophon lost both her mizzen and main mast, yet the gun crews kept shooting as the rest tried to clear away the chaos. At this point she had been fighting the great French ship for an hour by herself. But she was now joined by the Alexander, which cut through the French line at L'Orient's stern and anchored herself in a perfect position to do maximum damage, firing into L'Orient's port quarter.

By 9 pm. this started a fire in L'Orient's stern cabin which spread rapidly. Cathcart saw the danger of the fire spreading to Bellerophon, or of L'Orient's main magazines blowing, and ordered the stern cable to the anchor cut. He tried to set a small sail on the bowsprit to help carry the ship clear, but this was too much for the foremast and that came crashing down as well. Fortunately, Bellerophon continued to drift clear towards the east. Her battle was over.

Around 10 o'clock L'Orient did explode, but Bellerophon was clear and Darby had recovered sufficiently to take command of his battered ship again. At 4 am he anchored off the mouth of the Nile and for the next five days the crew repaired and jury-rigged Bellerophon so that, on the 6th. August, she was able to limp across the bay and rejoin the rest of the fleet. She had lost 49 killed and 143 wounded. She was to continue on active service another 19 years.



Victoria Model Shipbuilding Society
General Membership Meeting - November 9th, 2017

Call to order: 7:35 pm by Jim Cox - 27 members present

New members/visitors: None

Health & Welfare: None

Financial Report: Mike Creasy - the annual report ending September 30th leaves the club with cash assets totalling \$7,529.01.

Sailing Report: Nothing to report.

Election of Officers: President - Mike Bush

Vice President - Jim Cox

Treasurer - Mike Creasy

Secretary - Bev Andrews

Director at Large - Bill Andrews

Quartermaster - Bob Rainsford

Bob Rainsford said he is willing to be Quartermaster and to store boat club equipment at his house but he isn't able to physically move items back and forth to the various functions we participate in.

Best in Build: Sail - Barry Fox and Arnold - winner is Barry Fox

Pleasure - Harold Lacey and Steve - winner is Steve

Work - Bob Rainsford - winner is Bob Rainsford

Show & Tell: Ken Lockley gave an update on the ship he's building.

Upcoming Events: Christmas dinner - December 14th, at St. Peter's Church. You can purchase your tickets from Bill or Bev Andrews. Phone (250-479-2761)

Email (b-bandrews @ shaw.ca) They are \$25.00 ea. The cut-off date for tickets is December 8th. This is the date the count goes into the caterer.

Christmas light-up at Harrison Pond to be held on December 9th at 4:00 pm.

Miscellaneous: 50/50 draw won by Rick Gonder

Door prize won by Steve McGlade - Propane stove



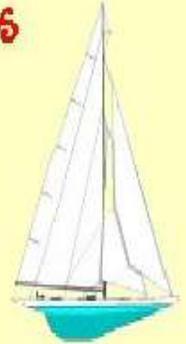
The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

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