

October 2018 Volume 40 Issue 10



The Binnacle

Victoria Model Boats
Victoria, B.C.



Ken's Progress on Manxman.



September Show and Tell

HMS Bellerophon 1786 Part 1



Facebook Page

Club Email

Monterey Workshop

Dallas Rd Waste Water Project

For Sale

Point Hope Maritime Open Day

<http://www.vmss.ca>



**From
The Bridge**

Hello Everyone,

October's here and looks like the weather might take a turn for the worse, like maybe an early winter, let's hope not. VMSS has lots of things we would like to see changed, and some things have already changed for the better, specifically the new Victoria Model Shipbuilding Society Facebook page. A big thanks for that to Rick Gonder, keep up the good work. The vmss.ca web page is being worked on and look forward to wonderful things showing up there. Thanks Ed. And of course Ed is working on the Binnacle.

Please keep the ideas coming in, new ways of improving the club, ourselves, and our bank account.

Importantly, have a happy thanksgiving one and all.

Regards, Mike.



2018 Executive Committee

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ON THE RADAR

Upcoming Events

**Monthly Meeting, Thursday October 11th.
7:30 St. Peters Church.**



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



**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**

September Show and Tell

At our September meeting, the featured stars were Arnold McCutcheon and Mike Creasy. Arnold, innovating as always, showed a catamaran airboat model. The unique thing about this is the drive, a model helicopter drive that Arnold was given by Barry Fox. The rotor pitch is fully under radio control, so



Arnold demonstrated that he could take the blades from driving the boat full speed forward to full reverse using only the rotor pitch control. On the water, Arnold has some weight adjustment to do between full ahead and full astern, because the length of the helicopter blades puts the centre of effort very high. We can look forward to



further development.

Mike Creasy showed the latest progress on his Park ship, the Canadian version of the Liberty ship, a number of which were built right here in Victoria. The hull framing is now complete and Mike has started planking with 1/16 inch basswood. (Mike bought the basswood at Michael's crafts and is quite pleased with their prices.) One unique bit that Mike has built in is a straight 1/4 inch dowel threaded through the frames on either side to add stability to the frame positions as the



planking is done. The deck and superstructure are made in styrene, the result of a long campaign on the part of Mark Giles to get Mike to try it, and Mike declared himself to be a convert. Fine detail is easier and cutting and shaping are easier than in wood.

The model is shaping up to be a great addition to the Club fleet.



WE HAVE A FACEBOOK PAGE

Our club now has a stand alone page on Facebook. To find it, log onto FB and search "Victoria Model Ship Building Society".

The page is easy to navigate and is available for posting our finished boats and in progress builds, how to's, buy/sell/trade, articles of interest, newsletters, events, photos and etc. The page is not limited to VMSBS members so it's hoped that over time it will generate interest from other model boat enthusiasts.

I'm prepared to moderate and maintain the site but it's success depends on members of our club using it. So please, have a look and participate. These sites are great venues for our hobby.

Questions, comments about the site can be forwarded to me at rick21142@shaw.ca.

DO YOU NEED WORKSHOP SPACE?

We have an opportunity to access a fully equipped woodworking shop.

The Monterey Seniors Center in Oak Bay has a woodworking shop containing every imaginable hand and power tool (other than a lathe) and lots of bench space. The shop is accessible seven days a week and there is a very nice restaurant at the Centre. The shop has a carving and carpentry groups and Edward and I have done some boat building there.

VMSBS members who need shop space and tools for boat building or other woodworking projects are invited to join Monterey Woodcrafters. Yearly fees are about \$100 and that includes a parking pass.

Edward and I will answer questions at our next meeting and if there is enough interest we'll organize a tour of the shop. We think it would be fun having a few of us working together periodically on our boat projects in the shop.

Rick Gonder.



NEXT BUILD: _____ by Ken Lockley October 2018

August presented me with more hours of hobby time, largely because it seemed too hot to do outside maintained. In the past I written instructions on my strip hull construction. This time I am using random pictures in the place of words.

If you haven't tried a strip plank hull maybe some of these pictures will get you thinking strip plank for your next boat. I have successfully used the system on hard chine and round bilged hulls.

The long narrow warship hulls I have been building can be a challenge to balance, so this time I plan doing more water testing at Harrison as early in the building process as I can. Long before deck and superstructure is in place.

Hopefully the next few months I can show progress on HMS Manxman in this column.



Picture shows bow block glued in place.



Stem block glued in place before cutting to shape

Below shows cutting off a piece of waste at the stern to create stern bottom. The hand saw seemed easier than doing a lot of planning

Final sanding getting ready for nylon covering and polyurethane coating.





Top two pictures showing the variety of tools used to smooth down the hull. The little Stanley smoothing plane with razor sharp edge makes it so easy to get the sides looking good. The 2 part finishing putty purchased at KMS Tools is another item that works well for me.

As you can see I used this product where my bow and stern blocks join the strip planked main section of the hull. Sanded to smooth finish.

HMS Manxman has a full stern, designed to give the vessel lots buoyancy in the latter half of the hull. This offsets the weight of 80 mines that are carried and the associated delivery track to the stern mine doors.



HMS Bellerophon.

Bellerophon has been a name to conjure with me for as long as I can remember. Four of the Royal Navy's battleships have been given the name Bellerophon, but it wasn't until I got a copy of the book "Billy Ruffian" around four years ago that I realized the full story and the reason why the name was so familiar.

This is about the first Bellerophon, believed to be so named because Lord Sandwich, the First Lord of the Admiralty, had a copy of John Lempriere's "Classical Dictionary" on his desk and picked the name out of that. (Bellerophon was the son of Poseidon by Eurynome, and therefore a demigod. His renown came mostly from his capture of Pegasus, the winged horse.)

(Yes, this is the same Lord Sandwich who was too keen a gambler to pause for proper meals, and ordered a slice of beef between two slices of bread to be brought to him at the card table, thereby inventing the sandwich!). His full name was John Montague, the 4th. Earl of Sandwich, and the Wikipedia article about him will entertain you.)

The contract to build Bellerophon was signed on 17th. February 1782 with Edward Greaves, who was to build her at a yard at Frindsbury, near Rochester, on the river Medway. She was to be a 74 gun battleship of the Arrogant class, which had been designed by Sir Thomas Slade in 1758. (There were 14 ships built in total in the Arrogant class.) Sir Thomas Slade was the designer who gave the Royal Navy it's superiority in battle for this era. You have heard of the Victory!.

By the end of April 1782 Greaves was able to apply for inspection of the timber he had gathered. No mean feat, we are talking about 3,000 oak trees between 80 and 120 years old that had been grown in open areas so that the branches spread wide and heavy to provide curved grain for the ship's timbers. Yes that's three thousand big trees!

So by May, two to three hundred men would have been working at the yard with the target date for launch being February 1784. But in fact she wasn't launched until October 7th. 1786, two and a half years late in theory. There were two causes for this. One was a provision in the contract for the Admiralty to halt the work with the hull on the slip for up to two years to season the timbers. The other was the Peace of Paris, signed in February 1783, which meant that the Navy could afford to delay the completion for the sake of getting a better ship.

She was launched several hours prematurely, a severe gale blew up the Medway and the ship was rocking in her prepared launch cradle and some of the shores supporting her hull collapsed. A bottle of port was thrown at her hull and she was let down with only the dockyard employees to witness. The invited dignitaries arrived to see her bobbing in the river, and scurried off to eat the celebration dinner.

Bellerophon was born in interesting times. November 1782 was the peace treaty between Britain and the new upstart, the United States of America. The London Times newspaper started



publishing in 1785 under the title the Daily Universal Register (catchy eh!), and it tells us that on Bellerophon's launch day King George III and Queen Charlotte went to see Sarah Siddons perform at the Theatre Royal, Drury Lane, in "The Tragedy of Tancred and Sigismunda". Sir Joshua Reynolds was putting the finishing touches to a portrait of Lady Cadogan. The great beauty of the time, Emma Hart, had just arrived in Naples to stay with Sir William Hamilton. Her future boyfriend, one Horatio Nelson, was the 28 year old captain of HMS Boreas (28 gun sixth rate) and staying in the senior officer's house in English Harbour, Antigua, while Boreas was refitted. In Ajaccio, Corsica, second lieutenant Bonaparte, 17 years old, had just arrived home on leave after completing his course at the Military Academy in Paris and then 8 months with his artillery regiment at Valence on the river Rhone.

Bellerophon's entry onto this stage was a quiet one. She was moored in the Medway, one of 63 ships in the river "laid up in ordinary". Because the peace was holding, 215 of the Navy's 308 ships were in the same state, part or all of their masts and rigging removed, and with a crew of only ten or so men to maintain and guard them. This small crew would stay with the ship when she was commissioned and included the carpenter, the gunner, the boatswain, the purser, and the ship's cook.

In March 1787 she was dry-docked at Chatham to receive her copper. 2,700 sheets of copper were nailed onto her underwater planking with copper nails as part of the Admiralty's programme to copper all the Navy's ships that was started in 1778. After 2 weeks Bellerophon was returned to mooring in the Medway and continued her quiet life of maintenance and storage for another three years.

It all changed because of an obscure incident a third of a world away, in a wet, foggy, inlet called Nootka Sound.

Captain James Cook had explored the Pacific North West coast in 1778, making repairs to his ships in Nootka Sound. When his journals were published in 1784 British merchants picked up on the idea of huge profits to be made trading furs from the Pacific Northwest coast to China. In 1788 John Meares and William Douglas, arrived in the two ships Felice Adventurero and Iphigenia Nubiana. The two ships were registered in Macau, a Portugese colony in China, and sailed under the Portugese flag in order to evade the British East India company's monopoly on trading in the Pacific.

Spain, under a treaty from way back in 1494, claimed all territory on the Pacific coast of North America as belonging to Spain. On finding in 1789 that Meares had put up a building as a trading post in Nootka Sound, two ships were dispatched from Mexico to reassert Spanish sovereignty. A thoroughly confusing summer ensued, complicated by the presence of at least two American ships, also fur trading. The Mexican Viceroy, Flores, ordered his forces to evacuate Nootka Sound, and they left in October, but by the end of the year Flores had been replaced and the New Viceroy organized a new expedition which reoccupied Nootka Sound in early 1790 in significant force.

News about the event in Nootka Sound reached London in January 1790. Then in April John Meares arrived back in England, confirmed some of the news and rumours and fanned the flames. By the beginning of May, the British Parliament was in uproar about it and the Admiralty moved swiftly to mobilize the fleet. On the 6th. May the Press gangs were organized and every merchantman on the Thames from London to Gravesend was stripped of its crew, getting 2000 prime seamen for the Navy

in a matter of four hours. The naval dockyards went to work re-rigging the laid up ships as fast as they could, and the Navy was prepared for full-scale war with Spain. Bellerophon had to wait her turn but finally on Monday July 19th. the first of her captains arrived on board. He was Thomas Pasley, a veteran Scot, and by mid August he had her fitted out, crewed, and ready for sea. On the 16th August, early in the morning on the top of the tide, Bellerophon finally sailed to join the fleet at the Nore. She continued to fit out and crew up at the Nore and then around the point in the Downs, and by the end of September she was with the main fleet at Spithead, outside Portsmouth.

But the speed and size of the Navy's mobilization convinced the Spanish to conclude a peace in which they abandoned the exclusive claim to trade in the North Pacific coast and agreed to pay reparations for the ship seizures they had made at Nootka. So at the end of November Bellerophon was ordered back to the Medway, and a year later she was once again laid up in ordinary, masts and guns removed, and the crew paid off. And there she stayed till March 1793.

The world though, didn't stop. In fact, five days before Thomas Pasley had arrived on Bellerophon, the 14th. July 1789, was the Storming of the Bastille, the first great day of violence in the French Revolution. It led, on 21st of January 1793, to the execution of King Louis the Sixteenth.

The British Parliament decided that war with revolutionary France was inevitable, and the Admiralty, well rehearsed by the Nootka mobilization, moved into top gear again. Pasley was back aboard Bellerophon on the 16th. of March, her masts were replaced in the beginning of April, and her guns restored at the end of the month. She spent a month anchored in the Nore, "recruiting" her crew, and on the 13th. of June sailed for Portsmouth to join the majority of Britain's naval might.

The Mediterranean Fleet, under Hood in the Victory, sailed for Gibraltar and Toulon within a few days, soon followed by a fleet of seven warships bound for the West Indies to safeguard British interests in the Caribbean.

Then on the 14th. of July the Channel Fleet, commanded by Admiral Lord Howe, fifteen ships of the line, seven frigates, and a fireship, headed out under orders to destroy the French fleet based on Brest, which was believed to be cruising off Brittany. Bellerophon got no further than the Scilly Isles when she was damaged in a collision with Majestic, but 5 weeks later was repaired and back with Howe's fleet. The French were back safely in Brest, and Howe could do no more than patrol the coast, watch and wait.

To the south in Toulon, the home of the French Mediterranean fleet, Hood and his fleet, including Nelson commanding the Agamemnon 64, occupied the harbour and landed two regiments to support the town in its attempt to rebel against the revolutionary regime and restore the French Monarchy. But on the French side, brilliant work by the young Napoleon forced the retreat of the British and Spanish forces, and restored eighteen ships of the line to the French. That's a great story in itself, but it's not this one.

In the fall of 1793 Bellerophon proved herself to be the fastest ship in the Channel Fleet, and Howe created a new flying Squadron from her and the other fastest ships and raised Pasley to the



rank of Commodore to command the squadron. Their job was to patrol between Plymouth and Ushant, off Brest, to guard the Channel approaches and to defend against any action by the French fleet at Brest. For the winter, the rest of the Channel fleet stayed in home waters, sheltered, but ready for action if needed. Throughout that winter and well into the following spring, Pasley's flying squadron took the main part of the Channel Fleet's work, cruising almost continually between south-west England and the island of Ushant, off Brest. And rough work it was too, cold westerly gales and France forming a rocky and perilous lee shore.

The spring brought the rest of the Channel Fleet into the action. By 28th. of May 1794 the whole Channel Fleet was at sea some 400 miles west of Ushant, 600 miles from Plymouth. The French harvest of the previous year had been very poor, and France was desperate for food supplies from the French West Indies and America. A large convoy, more than 100 merchantmen, had been assembled in Virginia and had set off on 2nd. April with two ships of the line and three frigates escorting. A squadron of five ships of the line and another three frigates had been sent out from France to meet them, and the Brest fleet, twenty six ships of the line including three with 100 guns and more, also sailed to make sure the convoy got through.

Bellerophon, with Russel, Thunderer, and Marlborough, were the flying squadron ahead of the main force of Howe's Channel Fleet. At 6 am. the frigate Phaeton, still further ahead, signalled Pasley that she had sighted a strange sail to the south east, and shortly afterwards added that there was a fleet to the south south west. The flying squadron continued south east, and by 9 am. could confirm there was a fleet, and by noon that it was the main French force.

By the late afternoon the wind had risen to gale force with squally showers but Pasley pressed on and managed to put Bellerophon in range of the French rearmost ship, the 110 gun Revolutionnaire, which dropped back from the main French fleet to take her on. The two were alone for about an hour and a half. Russel, Thunderer, and Marlborough sailed past, firing into Revolutionnaire as they went, intent on catching the rest of the French, and then Howe's leading ships Audacious and Leviathan, caught up and took over the fight from a drifting Bellerophon. Night fell, and Howe ordered the British to reform around Queen Charlotte. Audacious and Revolutionnaire were both too badly damaged to be repaired at sea, and both left the scene to return to port.

As dawn broke on the 29th. the French were seen to be 4 or 5 miles ahead of the British and to windward, in a stiff, south westerly breeze. Howe took his ships, in line, close-hauled towards the French and then ordered them to tack, in turn from the foremost ship, and to break through the the enemy line, raking the French as they passed, and then close engage from windward. Bellerophon at this point was stationed directly behind Howe's flagship, Queen Charlotte, partially repaired from the previous day's battle, but not at her best. The action succeeded in cutting off a small group of the French at the rear of the line, but the resulting melee was inconclusive. The French Admiral turned the van of the French fleet back to help the rear, and managed to rescue a number of his ships. Several of the French were so damaged as to withdraw from the fleet and head for home, the British had fared a little better and their damage was considered repairable at sea.

Importantly, the British were now to windward of the French, giving Howe a significant

advantage in manoeuvre. As night fell, mist drifted in and for the next two days the fleets could not fight because the fog prevented flag signals. But both sides were busy with repairs.

On the morning of the 1st. of June, the French were about 7 miles to leeward of the British and Howe wasted no time in running down wind towards them. By 9:30 the two lines were parallel and Howe ordered his ships each to steer directly towards the enemy and again to break through the line and engage their opponent at close quarters from the leeward side. Bellerophon was at one end of the English line with only Caesar outside her. But the captain of Caesar chose to keep his course parallel to the French and engage only at long range, so Bellerophon took the full fire of several French ships as she came to close quarters. Shortly before 11 Admiral Pasley took an 18 pound ball in his leg, which had to be amputated. Bellerophon fought on, but after another hour she had lost all her topmasts, most of her lower shrouds, and her mainsail was shot to pieces. She had to signal the frigate Latona to come and tow her clear. As she pulled out of the cloud of gunsmoke, her captain, William Hope, could see eleven ships without a mast standing. Considering the heat of the battle Bellerophon had very few casualties, four men dead and thirty injured.

The battle halted soon afterwards, only four hours from the first shots, but the ships had fought themselves to a standstill. As the French withdrew their frigates succeeded in towing away four or five of their damaged ships, but six ships of the line were taken as prizes by the British forces, the greatest number of any action in the century. British casualties were 287 killed and 811 wounded, French were estimated to be 2000 killed, 1500 wounded, and 3500 taken prisoner.

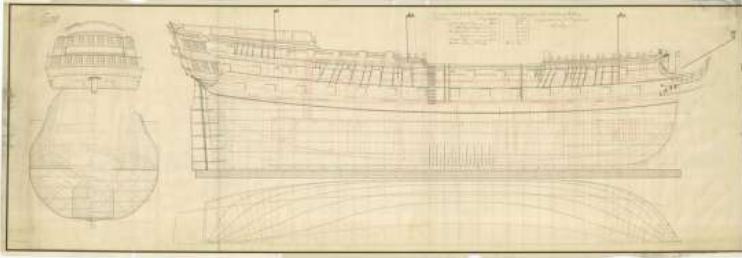
But the French food convoy got through, with only one ship lost in the voyage, so the French reckoned the battle a strategic victory, while the British celebrated the defeat of the Brest fleet. And both sides were right! The French never regained the freedom of the Atlantic for their naval fleets, but it took another 11 years before their navy was finally defeated at Trafalgar, and 21 years before the peace of Europe was restored by the battle of Waterloo.

And Bellerophon was to play a part in all of it, but I am going to leave that to further installments.

Now a word about modelling her. There's no way that this would not be a major committment! There is a kit available from Amati at 1:72 scale, HMS Vanguard, which was also an Arrogant class 74, and the kit includes detail parts to complete it as either Vanguard, Bellerophon, or Elephant. The model is 1171 mm long, 895 mm high, and 486 mm wide. The kit currently costs some \$650 US dollars, but will probably be your major occupation for at least two years. (Vanguard was Nelson's flagship at the Nile, and Elephant his flagship at Copenhagen, these Arrogants were important ships!)

Alternatively you could start right from scratch, the British National Maritime Museum has 1:48 plans of the Elephant. That





would grace any living room, at 1766 mm long and 1342 mm high. On the pond it should sail well with about 22 kg of external lead in a false keel. Add the book "The Anatomy of Nelson's Ships" to the museum's plan and you'll be well on the way to a totally impractical dream. They're the best kind!

Citations:- Most of the knowledge in this article is directly from the book "Billy Ruffian" by David Cordingley. It is readily available and I can't recommend it too highly. I have gleaned a few more bits from the Web and Wikipedia, and of course the National Maritime Museum at Greenwich, but Cordingley didn't leave much behind, his research is brilliant.

For Sale

Ron Burchett has this Bill Garden ballasted 50x15 sailboat hull for sale @ \$100



You can contact Ron through Rick Gonder.

POINT HOPE MARITIME OPEN HOUSE

Every year, Point Hope Maritime hosts an open house at their facility on Harbour Rd, usually in May but depending on what's going on at the shipyard. This event attracts several thousand visits over a two day period.

For their 2019 event, VMSBS has been invited to participate. The co-ordinator of the event tells me they are very excited to include our club. They have also offered to fill the catchment basin under their turntable with water so that we can use the basin to operate our boats.

I believe an event like this could attract a lot of attention to our club. If we do it right by supporting the clubs partition with lots of boats, we may even gain some new members. We have only just started discussions with Point Hope but I hope to present additional information at our next meeting so that we can get support for this event.

Rick Gonder

Dallas Road Waste Water Treatment Project.

Hello All

I've just come from a CRD open house re this project. Site mobilization will begin in October and the first phase will begin at the Niagra to Dock Street section in the winter of 2018-2019. The construction section that will pass Harrison pond is scheduled for Spring/Summer of 2019

"assuming" there are no delays en route to or at our section. As mentioned previously, we have been told that we will have access o the pond during construction. We'll see.

I talked with our CRD contact and the construction Forman and both advised me that they are well aware of Harrison pond. They have assured me that no work will be commenced in that section without a detailed environmental and pre construction inspection in an effort to protect the pond and our interests.

We have to keep in mind that as with any project this size there will be changes and delays. That said I feel we are in good shape, we will be kept informed and that we have a voice.

Rick

Saturday at the Pond.

I had arranged to meet with Ken Lockley at Harrison Pond on Saturday morning where Ken and "a friend" were going to be doing a bit of testing.

Well, this is what the rest of you missed. The friend was Jim Renfrew, an ex-member of the club, and he was testing out a new set of LiPo batteries for a very beautiful model of a fast cabin cruiser. The interest in this model is that it is in fact a scale model of a converted and beautified 45 foot Hacker picket boat originally built in the 1940s for the US navy. Hacker Craft was a company originally founded in 1891 and still operating at Silver Lake, New York, today. Jim is just back from a visit, with



the boat, to Spreckles Lake, San Francisco. Check this out:-

<https://www.sfgate.com/bayarea/article/Tradition-of-model-boats-a-treasure-in-13233980.php>



Ken had also brought a model I hadn't seen before, his Canadian destroyer Sioux.

It's another lovely piece of work from Ken, and the story of the prototype is also a very worthwhile one. Go to Wikipedia, HMCS Sioux, and spend an hour enjoying it.





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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