

THE BINNACLE

APRIL 1988.



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Director.	Dave Jones.	479-2533.
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Director.	Stan Jacobs.	479-3989.

COMING EVENTS.

SHAS Giant yard sale...April 23rd and 24th. Support the Saanich Historical Artifacts Society in their annual fund raiser. If you have anything to donate and need it picked up call By Lehman at 656-2707 or Hugh Porter at 652-5601.

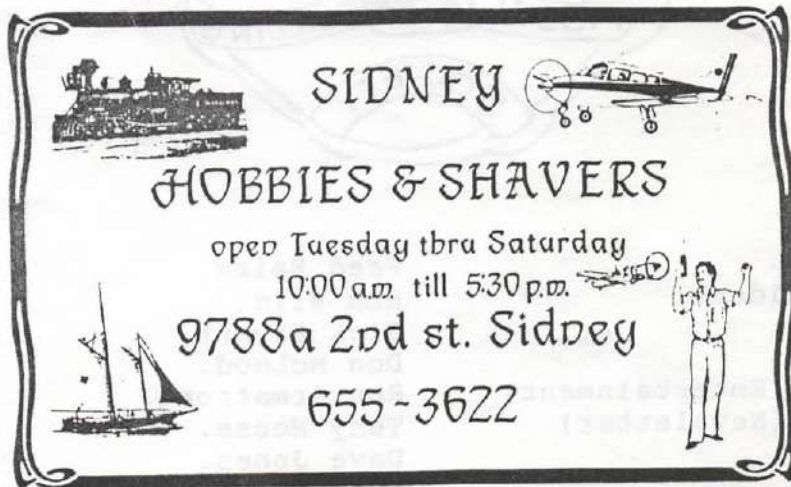
Lynwood Regatta. May 1st 1988.

This event will be held at the Edmonds Community College Pond. This is a new and improved pond with a large free running area as well as the competition area. Entry fee...\$5.00 per contestant up to two models. Each additional model, \$2.00. Registration 9.00am to 11.00am. For further information contact Cliff Shaw at 206-776-5555 or Bob Jacobson at 206-546-4412. A map is elsewhere in this newsletter.

There will be a Boat show on June 11th 1988 at the Inn on the Water at Cowichan. There will be both operating and static shows. More details later.

VIME Spring Meet... May 14th and 15th 1988.

SHAS Summer Fair...June 18th and 19th 1988.



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Treasurer's Report.

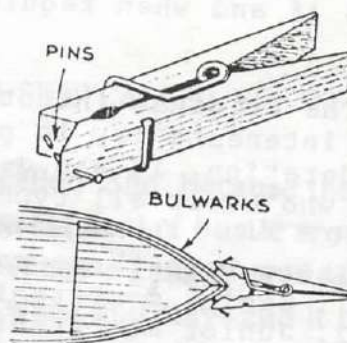
Very little has taken place since the last report. Our bank balance as of March 14th /88 is \$1900.21. A major purchase of materials for the new bridge to the island was made. This cost \$272.00

A raffle conducted by Harry Crosby at the last meeting netted \$26.00. This source of income is of considerable help to the club and everyone is encouraged to participate in these monthly raffles. Not coming to the meeting? send a dollar with a friend. How about a contest for a name for the island? A dollar a ticket and a prize for the winner. Who knows, maybe we could make a fortune this way.

Don MacLeod, Treasurer.

Spring Clothespin Aids in Gluing Ship-Model Bulwarks

BULWARKS at the stem of a ship model can be clamped together with an ordinary spring-type wooden clothespin while glue is setting. Pins are inserted through the jaws, as illustrated in the drawing at the right, in order to hold the bulwarks against the curved surface of the bow.



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The Club has received a letter from Model Ships International offering to purchase good wood model ships. They are interested in ships of all sizes which they purchase for resale. If you are interested, please see Dick Bryant who has the original letter with more detail, address etc.

A History of the Victoria Model Shipbuilding Society.

Tony House

The club was started in 1978 by the late Robert Stewart after placing a card on his booth at the Victoria Hobby Show asking for interested parties to leave their name and phone number. Twelve names were collected. These people were later phoned and, with the help of Robert Innes-Ker, a first meeting was arranged. After some subsequent meetings, The Victoria Model Shipbuilding Society was born and incorporated as a society on July 28th 1978.

The aims of the society at that time were to

1. Further the development of Maritime model building.
2. Provide an organization for the exchange of ideas, techniques, and information for both members and non-members.
3. Engage in projects for members of the society.
4. Stage exhibitions and displays for members and for others if and when required.

The original intent was to restrict membership to those whose interests lay in period sailing ships only. After consideration, it was decided to accept memberships from those who built all types of models.

There were three categories for membership.

1. Senior membership open to those over the age of 16.
2. Junior membership open to those aged 12 to 16.
3. Associate membership with no voting privileges.

Dues were established at \$21.00 per year for Senior membership, \$12.00 for juniors and \$5.00 for Associates. Meetings were held at the Maritime Museum initially and later at the Canterbury Inn. Meetings were later moved again to the Scout Hall on Marigold Ave and then to the present location...The Fleet Club.

The first directors were M.J.Bibb, R.Innes-Ker, B.Slater, R.Stewart, and F.Walpole.

By 1984, the club had 34 members, some of whom are still active in the club. As far as I can tell, none of the original people who signed the interest sheet are members today.

The newsletter, The Binnacle, was started in 1984 by Ron Armstrong and was published quarterly.

A "Fallgatta was held in 1984 at Mitchell Lake. Later regattas were held at Beaver Lake. The first Fallgatta held at Sandhill Lake was in September 1987.

The lake at the Saanich Historical Artifacts Society grounds was started in 1985 with water being put in it the following year.

A number of members took part in the Expo '86 celebrations in Vancouver where a number of model boating events were organized.

The club now boasts approximately 60 members who model all types of vessel.



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WHY IS A SHIP CALLED "SHE"?

A ship is called "She" because there is always a great deal of bustle around her. There is usually a gang of men about. She has a waist and stays, and it takes a great deal of paint to keep her good looking.

It is not the initial expense that breaks you, it is the upkeep.

She can be all decked out.

It takes an experienced man to handle her correctly, and, without a man at the helm, she is completely uncontrollable.

She shows her topsides, hides her bottom, and, when coming into port, always heads for the buoys.

An 18 hour storm, which claimed three lives and seven vessels, broke suddenly and furiously on the northern coast of B.C. catching many of the 400 herring boats at sea.

At 19:15 the cutter, Racer, got word from search and rescue headquarters in Victoria to join emergency operations in Hecate Strait, 120 miles to the north. The Racer left Port Hardy with her 12 man crew and cleared the northern tip of Vancouver Island; with waves frothing with foam, towering twice as high as Racer's wheelhouse and winds gusting to 80 mph, the cutter surfed, rolled and threatened to capsize.

The 44ft Pacific Traveller ignored the weather report and attempted to bring in their third and final string of halibut before heading for cover, some 30 miles away. The waves now crashed over it's bow; a grey wall of water, as high as a four-story building, rose up off the starboard bow; the steering chain snapped, the rudder flopped uselessly to one side; Pacific Traveller shuddered as she was engulfed.

Deckhand Morrison had climbed into his survival suit and fled from the wheelhouse as the Traveller turned over. When he surfaced he had been carried 50 ft from the Traveller. For an hour he floated in the lee of the capsized Traveller - a man alone in the Pacific - waves repeatedly rolled him over and submerged his face and he floated away into the night. Things bumped against his legs, he kicked at them certain that sharks were circling. His eyes had swollen shut from the salt. He could barely move his arms and legs that felt numb, frozen. Aching for something to drink, he sipped ocean water and later urinated into his suit, hoping to warm up the water trapped inside with him.

At dawn, an Aurora assigned to find the fishing trollers, took off from Comox and shortly after 7:00 they spotted the overturned fishing vessel Galleon and two figures floating face down nearby. They radioed the CG Racer which went and picked up the motionless men. The Racer crew knew they were dead. After a night such as the Racer and her crew had experienced they really did not expect to find survivors.

Far off in the distance Morrison heard the clatter of a helicopter. He was blind now. The sound gradually faded, then an Aurora came over low, flying patterns. He tried to

wave his arms. The sound of the aircraft gradually grew fainter then disappeared.

With the Galleon's two fishermen tied in body bags on the Racer's stern deck, she turned east to search for Pacific Traveller and her crew. At 8:47 word came over the radio that one of the search vessels had spotted the troller, capsized and half submerged. The cutter Racer set her course east with four lookouts crowded in her wheelhouse. The area they were passing through had already been searched by an Aurora.

As Racer crested a large wave, one of the lookouts spotted a tiny reddish dot, nearly 200 yards away to starboard. On the next crest they all saw it - an orange dot. It was a man in a survival suit! There was no reaction from him. Racer blew her whistle again and again and Morrison finally lifted his arm in a feeble wave. The sea was still too rough to launch their inflatable boat so they lowered a scrambler net and four men went over the side on the scramble net. They took hold of Morrison by the shoulders and bottom and manhandled him and his flooded survival suit (400lbs) up to the deck. Morrison had been in the cold water close to 15 hours. The Racer proceeded towards Bella Bella at full speed while Morrison was treated for hypothermia. When he was stabilized, it was decided to transfer him by helicopter so Racer could rejoin the search.

Based on Morrison's story, the skipper of the Pacific Traveller could still be in the wreck. CCGS Wolfe and the Racer went to the Traveller which had been sighted by helicopter. The 3rd mate on the Wolfe and the 2nd Engineer on the Racer, the divers from the two units, went down to examine the wreck but the swells prevented them from entering so they put a line on the Traveller and towed it to calmer waters. Morrison later remembered the body being swept away. It was never found.

The crew of the CCGC Racer were awarded the Minister's Commendation for Bravery.

Talking to my son, who is a member of the Racer's crew, his only comment was "Dad, if anything happens to me I don't want to be buried at sea."

CHALLENGE Fred Rainsford.

About a year ago, I was at Elk Lake on a Sunday morning watching some model sail boats being operated by radio control by a small group of fellows, some of them racing their boats.

This appealed to me as in the distant past, I did a lot of bigger sail boating. But. now in my later years, comfort is more desirable so I thought here I could sail a boat sitting on the beach with a thermos of coffee simply by twiddling my fingers on a radio transmitter.

To start with, I invested in one of Rod Woodard's "Ranger" kits, joined the VMSS, purchased a lot of bits and pieces from the Hobby shops and at this point, I started scratching my head wondering how am I going to ever get it all together as I had never had anything to do with fibreglass, epoxies, electronics, sailmaking, rigging, etc.

At this point, I put the whole thing aside. Then came the long winter days and evenings and my wife said "Don't waste your time go play with your boat."

Ther in lies the challenge, to satisfy my wife and to justify the investment towards the easier life of a model sailboat sailor and as a member of the VMSS to produce a boat to be proud of. I am getting there slowly.

I would be happy to make the acquaintance of any members of the society with similiar interests for companionship and activity.

Note the article in the Feb'88 issue of Pacific Yachting page 18 about "A world leader in R/C model yacht racing.

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Having seen the VMSS Festival, Regatta and Show back in September 1985 at Beaver Lake, the day I took a complete roll of film on my camera to capture the wonderful display of model boats from all parts of the country. They all seemed to me, classics in every way. The excitement, the pride of accomplishment by all of the contributors and the fellowship among members convinced me that I must get involved. I joined the society, attended a few meetings and with the help of, and communication with, the members, I was set off in the direction of building my first boat namely a Tug. The most helpful start, since I had decided to build from scratch, was a plan offered by Harry Crosby (thanks Harry), which I had duplicated. Getting started is quite difficult and time consuming, arranging a dockyard in one's basement and casing all the lumber yards for good pine boards for use in the bread and butter construction. However, a 4 x 8 ft x3/4" sheet of plywood on legs provided the dockyard and was soon covered with small pieces of wood, glue, a vice, scroll saw, sand paper, spokeshave etc, etc and numerous bottles and small boxes full of items that could come in handy later.

The chips began flying from the shaping of the bread and butter hull and it was a pleasant sight to see the appearance of something that had the resemblance of a boat. Expo 86 was coming up and I had hopes with the progress I had made to contribute but that was put out of reach and the year seemed to fly by.

There are many trials and tribulations to building one's first boat and particularly from scratch. However, as the problems were solved with help from club members, it becomes a very gratifying experience. Complications come so frequently that they become part of the whole process.

One item I would like to emphasize for those building their first boat. I had quite a sad experience when, after I had painted the hull and had installed the radio equipment, batteries etc., the hull leaked and the layers of wood expanded. The paint had to be removed and all the equipment taken out. (one "hull" of a mess). My ego and enthusiasm was dampened for several weeks. Advice... Use the best waterproof glue along with a good coat of resin, inside and out.

Thanks to all the members for their words of wisdom and good luck to all those new members who will be creating a boat in the coming year. The Seabuck will sail in the Spring of 1988.



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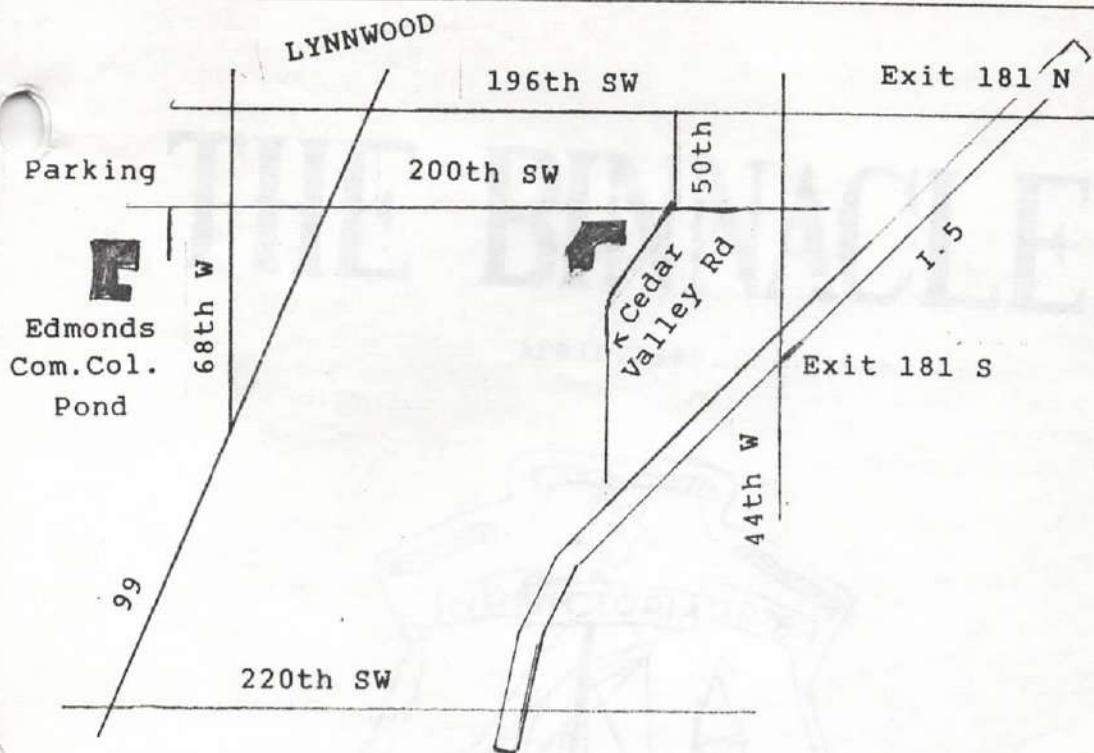
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