

August 2019

Volume 41 Issue 8



The Binnacle

Victoria Model Boats
Victoria, B.C.



Victoria Model
Shipbuilding Society

RCN Norton Class Tug
Ken Lockley



CFB Esquimalt Museum Open Day

The Maid of Orleans
A Visit to Ladysmith
In Praise of Langford Lake
Edward White.

Are you ready to BAMM!

<http://www.vmss.ca>



**From
The Bridge**

Greetings everyone.

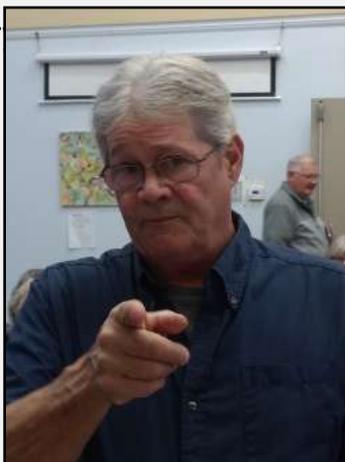
I hope everyone is well, and busy building new boats for our pond. An update on the pond. We now have our parking lot back and the pond has been filled so everyone can come down and play. Dallas rd is closed between Douglas and Government so best way in is Government St. Its summer and we don't have a lot going on for a little while yet however we are still looking for volunteers for Saanich fair so please come forward. We need an accurate count of help to get enough wrist bands to get all the workers in to the fair for free, so sign up quickly. See Jim Cox for all inquiries and thank you all for your time and effort.

We are planning a ceremony for Romain Klassen down at the pond to dedicate his plaque on a bench more information to follow.

Also a big thank you to everyone who helped at the naval museum, very much appreciated.

Please contact Jim Cox for helping at the fair he can be reached at 250 704-6736 or jamescox@shaw.ca.

Thank you ever



Mike Bush.

2019 Executive Committee

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ON THE RADAR

Upcoming Events

Saanich Fair. August 31st. to September 2nd. at Saanich Fairgrounds.
Heritage Acres Fall Thrash, September 14th. to 15th.



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

CFB Esquimalt Museum Open Day

As a club, we had a very good day at the Naden Museum. Our display of models was impressive and interesting, and we got a nice picture into the base newspaper.



Members of the Victoria Model Shipbuilding Society, Mike Bush, Bill Andrews, Ron Hillsden, Ken Lockley and Bob Rainsford, pictured at their model display table.

NEXT BUILD; _____

by Ken Lockley

AUGUST 2019

This month I am highlighting the first tug built of the RCN class of "Norton" tugs. It's pretty much the survivor of the class and just went out of service in the summer of 2018. That works out to 75 years afloat. After two years of wartime service she was sold to Marathon Pulp and Paper in Ontario and worked mostly Lake Superior doing the usual forestry type of work, log booms and barges, etc. Thunder Bay became her home port until very recently when the Town of Marathon, Ontario, hearing that her life was coming to an end, purchased the vessel to become a Museum piece on the cities waterfront. She made her last run to Marathon under her own power and was greeted after the 132 mile trip by a very excited community. Small boaters came out to greet her on her final few km to the towns waterfront where she is going to be permanently located as a stationary display.





A 1946 photo of the tug "Penninsula" entering Marathon, Ontario

The [Marathon & District Historical Society](#) has kicked off a project to enhance Marathon as a tourist attraction, and preserve fond memories for folks from the Marathon – Pic River area at the same time. At one time, the tug "Peninsula" towed vast rafts of wood from the mouth of the Pic river into Peninsula Harbour at Marathon. Currently owned by Gravel and Lake Services Limited in Thunder Bay, she is still at work, apparently, the only tug in her class for which this can be said.

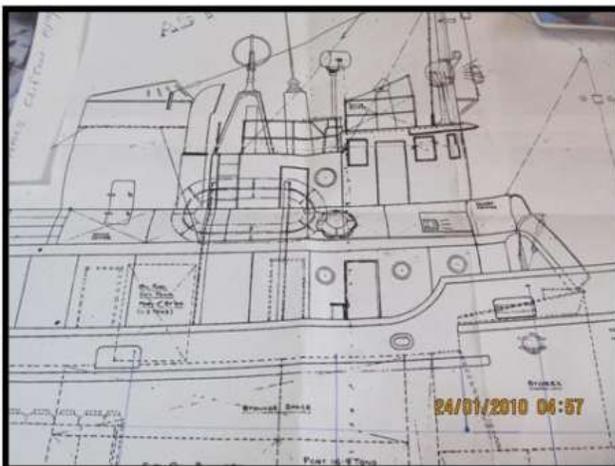
The Marathon District Historical Society is looking into purchasing the "Peninsula" and moving her to a well-earned retirement, prominently located in Marathon. Preliminary negotiations have started at \$100,000.00 to buy her back, and the overall cost of purchase, transfer, and permanent relocation is estimated to be \$200,000.00. The town of Marathon is located on the Canadian shore of Lake Superior, approximately 400 km./250 mi. west of Sault Ste. Marie.



This shows the 132 sea miles of "Peninsula's last voyage to a new home.

I have decided to build CNAV Clifton, one of the "Norton" class tugs operational until 1975, here in Victoria. I have always admired Len Gibbs model of the sister vessel Heatherton and I will try and produce a smaller version. The plans are available at the Esquimalt Naval Museum which I purchased from them recently.

I have started by building the wheel house, a little unusual start but I can produce the small parts this summer while travelling in our RV. The main construction of the hull won't be started till about October as a winter project. I will also use the summer months to locate and purchase some of the parts needed, like prop and shafts etc. Over the coming months I hope to have pictures to show the progress.





The wheel house is a combination of styrene and foam board. These two materials bond very well using Metholye Chloride as a contact weld. The ship has 4 search or spot lights.

There's railings to install making a fly bridge effect. Plus radar and running lights.

I have precut a life boat and dingy, final shaping will take place in Parksville while camping. The balsa core or shape is ready to wrap with very thin styrene, both items finished off with sanding etc.



Here's a view of the wheel house on Len Gibbs model which I am trying to copy in a smaller scale. Lens model comes in with a overall length of 43". I am working to a scale that will bring my vessel in at about 33" over all. The main reason behind a smaller version is trying to keep the weight under 15 pounds at pond side. We'll see how close we get to that figure.



Photos and some text thanks to the Newspaper "Info Superior" Oct.16/17 issue.

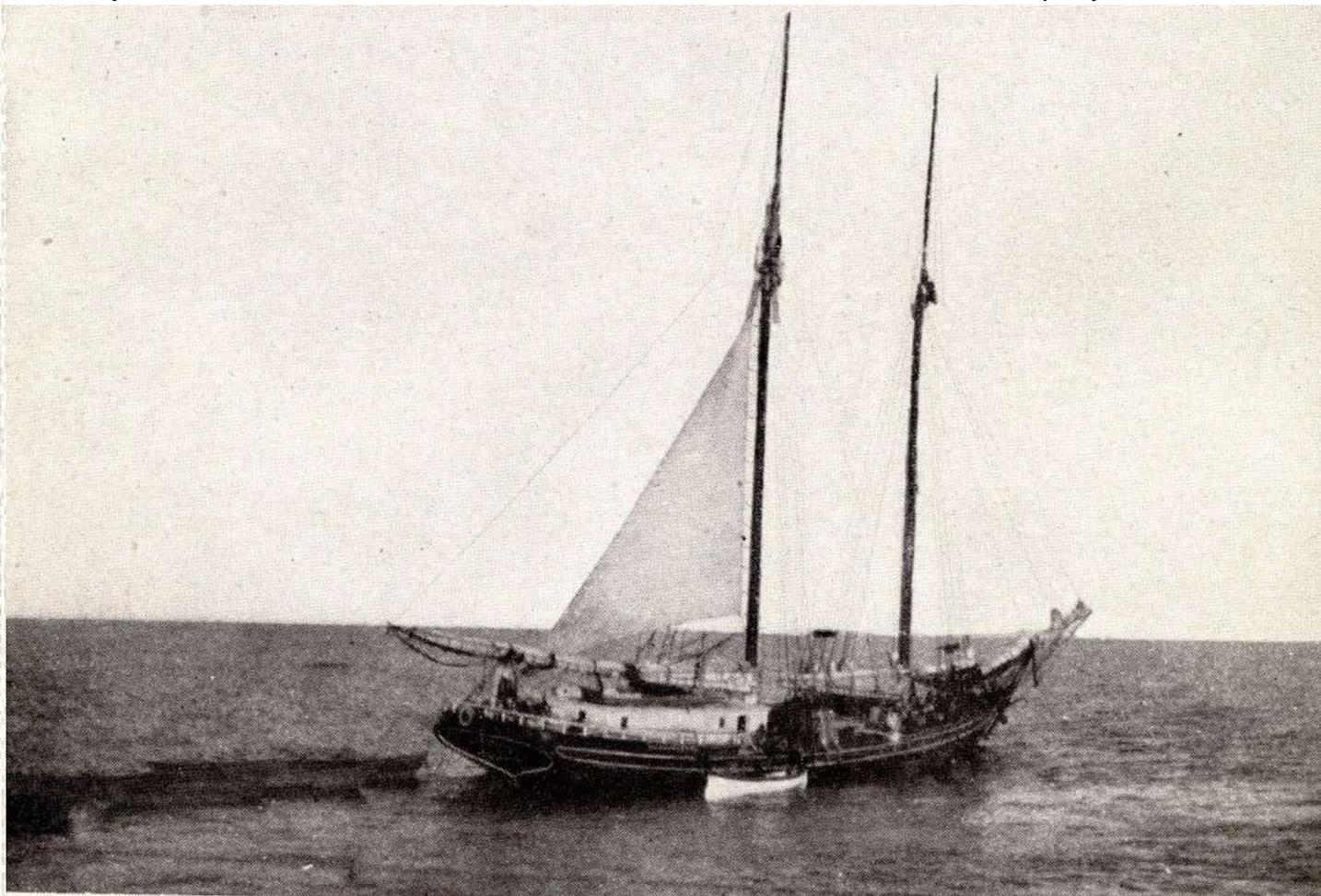
The Maid of Orleans.

A ship can be many different things to many different people. This is the story of one of the longest lived wooden ships ever built on the Pacific Coast and with an amazingly varied history.

In San Francisco, in 1882, two Scottish brothers, James and John Dickie, built a two masted schooner of Oregon Pine for J.J. McKinnon of San Francisco. Named Maid of Orleans, she was rated at 180 tons, 110 feet long, 30 feet beam, 9 feet in draught. She had a 6.5 horsepower auxiliary engine.

For the first twenty years or so, she operated in "The South Seas Trade". This could mean Lumber from the West Coast to Australia or to the islands, returning perhaps with Copra to the mainland, but only too often it was "blackbirding", taking slaves from the islands to man the sugar plantations in Queensland, Australia, or to the mines in South America. The slaves might be sold to the ship for trivial trade goods by a tribal chief, or simply captured by the crew. Sixty dollars a head was the going rate. Sometimes they were called "indentured labour" and theoretically might be taken home after a fixed term, but very few ever made it back. That was business in the end of the nineteenth century, only 120 years ago. To follow this thread of the story is to become very depressed about humanity, so I won't burden you with it.

By 1906 Maid of Orleans had been sold to the Pacific Coast Codfish Company and was





operating out of Puget sound up to the Bering Sea off Alaska where the cod flourished.

The picture of her shows her individual dories trailing astern. I haven't been able to find much information so far on this particular fishery, I assume it was similar to the Newfoundland fishery on the Grand Banks, but I don't know if the cod was similarly dried or if it was canned. Certainly the cod livers were either canned or processed for oil. But thinking of the men sitting in the open dories, jigging for cod up there in the Bering Sea, it wasn't an easy way to make a living!

The Maid of Orleans remained in this role until 1924, when she was sold to Captain Christian Klengenber.

Klengenber was one of the great characters of the North. Born in 1869, he went to sea at 16 years old as a ship's cook. After voyaging all over the world, in 1893 he arrived at the Inupiat village of Point Hope and met his future wife, Gremnia, a Tikigaq from Point Hope. In 1894, having married Gremnia, he was a pilot on the whaler Orka and then signed on to the Mary D Hume, spending the summer whaling in the Beaufort Sea. There he found Inuit footprints on Banks Island, and decided that he would return someday to trade with them. He did finally return in 1905, captaining Charles McKenna's ship Olga with his family aboard, and was forced to overwinter on the Southwest shore of Victoria Island. The camp became a trading post and a base to contact the Copper Inuit, who had never before had any contact with white men. The Olga returned to Herschel Island that spring, but four crewmen were by that time missing. Klengenber explained their deaths, but after he returned to Alaska, the other crewmen told a different story and in 1907 Klengenber had to face trial in San Francisco for murder. He was acquitted because of contradictions in the crews' testimony.

He returned to the Arctic and set up a number of trading posts, and so by 1924 was in a position to buy Maid of Orleans and convert her for Arctic trading, including installing a new 150 horsepower diesel engine. But he kept her only for four years, during which he had to face another inquiry about the loss of an RCMP officer from Maid of Orleans, who happened to be Sir John A Macdonald's grandson. It was found to be an accident.

Klengenber retired to Vancouver, having become a Canadian citizen in 1925, and sold the Maid to the Hudson's Bay Company. He died in Vancouver in 1931. (As an aside, Klengenber's great granddaughter, Edna Elias, was appointed as the 4th Commissioner of Nunavut by Stephen Harper in 2010)

The Hudson's Bay company renamed the Maid of Orleans as Old Maid No. 2 and then continued to trade into the Arctic with her, going as far as Cambridge Bay for furs. In the early 1930s she was relegated to moorings, but then was sold cheaply off to start the next stage of her career as a rum runner during the prohibition years. She served American thirsts from Mexico, sneaking into darkende dogholes in Southern California.

In 1934 her then owner, Albert Routai, put her back to work trading to the high Arctic, but in 1936 she went aground on Sarah Island in Finlayson channel, and was abandoned by her crew. She was refloated by Captain W. Paul Armour of Prince Rupert and then purchased and overhauled by the Gibson Brothers logging company, who took out her masts and installed two old Bollinger 160 hp diesels and renamed her the Joan G.

Her first paying voyage for the Gibson Brothers was caused by a strike at Seattle. Juneau



desperately needed dynamite, and Joan G. made two trips with a total of 15,000 cases. After this adventure she settled down to pull log rafts on the West Coast of Vancouver Island and packed herring and pilchard. She ran right through the Second World war, frequently being chartered by the Canadian Navy and continued in service to the Gibson Brothers till 1954.

Captain Bill Dolmage bought her from the Gibsons to dismantle, but found her hull to be in good enough condition that the Canadian Fishing Company purchased her as a herring fish barge and used her to pack herring from the Queen Charlotte's to the Gulf Islands for another nine years until her final sale, for \$400 to Robert Savage as a shingle boat barge. It was not many more months till she sank at Cockatrice Bay, Broughton Island after a heavy winter snowfall had caused leaks in her hull. She seems to have been refloated again and continued to be used until around 1971 when she was wrecked in Kingcome Inlet.

To summarize what this ship did:

Twenty years of South Seas Trading, Lumber, Copra, Trade Goods, Slaving.

Eighteen years of the Alaska Cod Fishery.

Seven years of Arctic Trade and Exploration.

Three years of Rum Running.

Two more years of Arctic Trading.

Twenty years a Logging Tug and Fish Packer.

Nine years a Fish Packing Barge.

Eight years a Shingle Boat Barge.

Extraordinary!



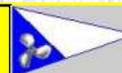
In Praise of Langford Lake.

A couple of weeks back, when Harrison Pond was largely blocked off, I went out to Langford Lake and had a very pleasant hour sailing with Jim Cox. This was the first time I had been out there with a model, and I very much enjoyed both the more consistent wind pattern and the extra space available at this venue. There was time on a tack to adjust the sails and helm to get the best balance, and in the process I felt I learned a lot about sailing what was a familiar model. It's a lovely spot in terms of scenery as well. If you haven't been out there on a Wednesday morning yet to join the Langford Lake navy, I do recommend that you try it. The extra space lets



you take the model out to the limits of where you can see which way it's going, and that would be an extra with a power model as well. Parking is easy just off the Parkway on the other side of the railway from the little beach, and the boardwalk is a perfect position from which to control your model.





Are you going to BAMB?



Burnaby Association of Marine Modellers

60th Annual Regatta



BAMB 2019 Regatta
Sunday August 18 2019 9am to 3 pm
Burnaby Central Park Pond
Steering Course, Towing Course,
Pleasure Boats, Work Boats, Steam
Boats, Sailboats.

This is the biggest model boat event in Western Canada. It's only just across the pond!



A Visit to Ladysmith.

I've been away for the last couple of weeks, camping up at Rondalyn resort in Cassidy, just south of Nanaimo. I got to see a lot of the Ladysmith Waterfront Gallery, where my wife was putting on a show of her art, and naturally sneaked around the Ladysmith Maritime Society exhibition in the same building. Here are a few pictures and comments.



The building in which both are housed is a restored railway and machinery maintenance shed from the beginning of the last century. One of the fascinating pieces outside is the Humdirgen, a railway car with a specially built lever arm that was used to push logs off railway cars and thus down into the water.

That's the yellow car in the picture of the diorama below. None of the photos I got showed a decent view of the mechanism, so you are just going to

have to go there yourself. That'll give you a chance to look closely at the two dioramas, a real treat for railway model fans, the other shows the coal loading wharf, built in 1899.



Both dioramas are superb, well worth a day trip to Ladysmith in themselves.

Ladysmith was named for the town in South Africa that was the site of one of the major actions of the Boer War, the siege and relief of Ladysmith

in 1899. The history of the place is really interesting, with its economies based on coal, logging, fishing, and oyster farming, and in that one small room, the maritime society has crammed them all in.



I especially like the small troller from the 50s, with its Briggs and Stratton engine and magnificently crowded cockpit with all the gear.



Somehow, it's easy to imagine what it would be like, chugging up and down behind Galiano Island, whistling up some luck in the way of chinook or coho to make the rent and the food bill.



Anyway, when you're done, go round the end of the building and try to get a visit into the old workshop, they're building a wooden dragon boat in there right now, or wheedle your way upstairs for a look at the cased ship models.



Finish off with a walk down to the wharf for lunch at the Cafe there, and a last nosy round whatever boats are moored and the little maritime museum actually on the wharf. Can't go wrong!

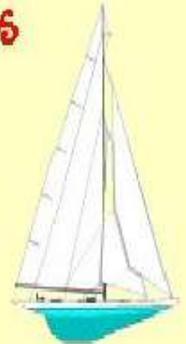
The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

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