



The Binnacle

Victoria Model Shipbuilding Society
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Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters

IMPROVEMENTS AT HARRISON YACHT POND !



Pad for work table



Storage locker

Photos by Mike Woodley

ON THE HORIZON

INFORMATION ON UPCOMING EVENTS

Feb 1-3 Westshore Town Mall Hobby Show



MEETINGS: Second Thursday 7:15-9:15
313 Brunswick Place **Next is Feb 8th**



POWER: Sundays 10 – 12
Harrison Model Yacht Pond



SAILING: 1st and 3rd Sundays 1 – 3 PM
Beaver Lake **Next are Jan 21 and Feb 4th**



LANGFORD LAKE NAVY Wednesdays
9:30 Langford Lake, Leigh Rd at Trillium



From the Bridge

Here we are again, a brand new year. I hope this newsletter finds you getting rid of your winter

colds and flu, and mentally getting ready for the busy year ahead.

I know there are boats being built, as we have a garage day happening at Ken Lockleys place, hosted by Barry Fox this Saturday. The competitive sailors may be fewer, but at least as intense as last year. The fellas who want to just go sailing remember the lake is big enough for everyone, so come on out and smile when your boat does something right.

The power boaters...we now have a deck locker at Harrison Y.P. and soon will have a work bench installed on the slab in front of the deck locker.

At our first meeting we must establish a duty roster for the Westshore Town Mall event, if we do not get it filled prepare for phone calls 'till it is filled.

In conclusion I hope to enjoy each others company at meetings and on the water in 2007.
Dave Denton



remind you that your dues are due Dec 31. \$35 and 2007 calendars are for sale...\$10



Victoria Model Shipbuilding Society

Regular Meeting –14 December 2006
 Great meeting!..great food!..great prizes!
 Many thanks to Lois and Ken Lockley.



Get your 2007 VMSS Calendar now!

2007 Executive Committee

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FOR SALE: Restored Norske Loeve



Photo by Bill Sturrock

See more at: http://www.modelships.de/Norske_Loeve/Norske_Loeve_Klinger_eng.htm

Contact: John Ross at (250) 479-1483. \$100.

FOR SALE: by Bud Read



Photo by Bob Rainsford

Two masted schooner that was built by Bud Reid but he is unable to finish the rigging for same. He would like to get \$100 for it since the hull it-self cost him \$85 .

Contact: Bud Read at (250) 380-0948

FOR SALE:

- #1 - Reno complete with Mast, Rigging and Sail no electronics - \$50.00
- #2 - 8" Table saw with cast iron table and 1/2 Hp motor - \$50.00

Bob Rainsford
 383-2256
mar.bob@shaw.ca



Old Wood & Rusty Iron – by Mike Creasy

Everybody in Victoria knows of the Princess Mary restaurant. Ever wonder where the rest of this proud old ship ended up? I thought you'd never ask.....

The **SS PRINCESS MARY** was built by Bow, MacLaughlin Co. in 1910 in Paisley, Scotland for the CPR's new coastal operation, which had started in 1901 with the purchase of the Canadian Pacific Navigation Co. The CPN/CPR fleet was doing a roaring business up the coast to southeast Alaska, as well as the Gulf Islands and Puget Sound.

Originally 210 feet, she was lengthened to 260 feet in 1914 and converted from coal to oil-fired at the same time.

The Mary quickly became a fixture on the south coast of BC, and a regular at the CPR dock in Victoria, joining such notables as the **PRINCESS SOPHIA**, **PRINCESS MAQUINNA**, **PRINCESS PATRICIA** and others.

The Mary saw over 40 years of service before her retirement from the CPR fleet in 1951. She was then sold to rival Union Steamships Co. for conversion to bulk cargo hauling and it was during this changeover that her upperworks were planted on the ground on Harbour Road.

Stripped of her boilers and engines (and her dignity) the Mary began a new life as the **BULK CARRIER #2**. She didn't take kindly to it. When first put into service in 1953, she was, to quote the Marine Superintendent, "unmanageable". She was quickly dry-docked and had skegs welded onto the hull. She didn't seem to like these either, so she was dry-docked again in the fall of 1953 and larger skegs fitted.

Now – hopefully under control, she began her new life as a cargo barge.

At the time, Union Steamships was busy hauling mining ore from Alaska and the Yukon, plus freight and passenger services to the new community of Kitimat/Kemano. By the spring of 1954, a backlog had built up on the White Pass dock at Skagway, and in March, **BULK CARRIER #2** was sent north to pick up a load.

She was towed by the 148 foot cargo/tug **CHELAN**, a powerful new addition to the Union Steamships fleet. **CHELAN** had been built in Bellingham in 1944 for the US Army, and had seen service in the Aleutians. She was designed for the west coast and her skipper, Cecil Roberts, was a long-time west coast tugboat master.

The trip northbound was routine; the inside passage to Dixon Entrance, then Wrangell Narrows to Lynn Canal and Skagway. **BULK CARRIER #2** was loaded with 1920 tons

Thanks to Bill Birch and Binnacle readers for giving me the motivation to do some writing. Now that the genie is out of the bottle, I hope to keep contributing on a more or less regular basis – writing about maritime history.

Other people are far more qualified than me to write about model-making so instead, I'll try to bring out the stories behind the ships we model. Keeping this historical perspective alive by telling or re-telling these stories plays a very large part in ensuring that our models aren't seen simply as expensive toys.

I hope you agree. Mike Creasy

of concentrated zinc ore from the United Keno Mine in the Yukon, while **CHELAN** was loaded with 401 tons of higher value lead/silver ore.

Ship and tow left Skagway on the afternoon of April 13, 1954. At about 7pm on April 15, she was nearing Cape Decision, about halfway between Skagway and Prince Rupert.

The weather was bad. Winds were southeast at 50, raising 6 foot waves. Swells were from the southwest at 5 feet.

CHELAN made two short radio calls to the Cape Decision light. Within minutes, she sank by the stern. All 14 men aboard were lost. The **BULK CARRIER #2** drifted ashore in Howard Cove.

No one knows what happened that night, but it seems clear that **CHELAN** by herself should have had no trouble with that sort of weather.

Maybe the skegs weren't effective in the swells. Or maybe the old Mary just decided she'd had enough. Whatever the cause, the Mary broke up quickly, ensuring that she would never be put back to work - or worse, sent off to the breaker's yard.



Tit.le: The Ss Princess Mary

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Today, her rusty bones aren't far from her sisters, **PRINCESS SOPHIA** and **PRINCESS KATHLEEN**. At last report, **CHELAN** still lies in deeper water, upright and still carrying her silver treasure.

Bibliography:

US Coast Guard Investigation, May, 1954
 Vancouver Coroner's Inquest, April 30, 1954
 The Pacific Princesses, Sono Nis Press, Robert Turner, 1977
 Vancouver Maritime Museum Archives
 Shipwrecks Magazine, Autumn 2002, Issue no. 11

GET YOUR VMSS 2007 CALENDAR NOW!

The Sub Subject

Do I practice what I preach? Not by the looks of what's to follow. But I thought I should come clean before the 11 columns move from embryonic thought to paper, 1n 2007.

In recent years, I have grossly neglected the regular and preventative maintenance of my model submarines. Just took 'em to pond or lake till something went funny. Then put them aside... hoping against hope that self-curing would occur and ... that did happen now and again. But not overly often.

Meanwhile, don't let any reader suspect that my excuses are not solidly mixed with valid reasons. Main cause of the dismal state of affairs is that I am no longer in full command of my time and its allocation. Then, whenever a lacuna shows in my schedule, I'm so anxious to get on with the job (hobby?) that I rush. Rushing most always results in errors that, in turn, breed discouragement.

Don't for a sec assume that I relish this confession, but I do hope it may be seminal to readers/modelers who have or who will land in like predicaments.

In all, my model fleet of seven takes in for R/C units. All four, either immediately or in good time performed up to all expectations. Guess I was naïve enough to expect that those halcyon days would never end...sort of like that self-refilling crock of oil in a Biblical parable. Well, well, it didn't quite pan out that way.

I'll deal with **Florida** (SSBN-728 first.

Florida, following the seventh rebuild of her missile launcher became a bit of a sensation (albeit a risky one) with fellow modelers, onlookers and photographers whenever I'd mustered the energy to lug her to a venue (HMYP most often) tick off the 17 entries on the pre-launch checklist, and let all four (sometimes just three or two) of her Trident go skyward 40 to 50 feet ... depending on their Propel charge. That's where I should've stopped tampering, but I didn't.

Ever since the "Boomer's July 16, 1999 launch, and throughout her two years of construction, intentions were (and provisions incorporated) for Florida to launch two out of the prototypes's four torpedos. But I was too hasty to remove both foam and lead (flotation and ballast) out of the bow, cut out torpedo doors in the hull's lower half, and build in the torp launcher's platform. Then grief struck.

The torps sported incurable leaks. They were too light, and defied proper trimming. Meanwhile, launcher, servo and doors' operation were ready, but stayed unemployed. Meanwhile I'd upset the VERY delicate trim of the whole boat. At that miserable point, I ran out of time, had bigger fish to fry, and tried to fix up other models. Florida, ant that point, still looked her old self but, on the water, she wobbled badly, and her diving-surfing functions were much impaired. She was "shelved" until the late Jack Ross strong-armed me.

Jack wanted **Florida** and her missiles out for a performance (\$\$\$ \$'s for the club) in the Government House swimming pool. The Honourable Iona Campanola wanted to lay on a show for the top brass RCN guests. So, okat, the boomer wobbled out to some applause, but her wobble caused one of her Tridents to find refuge in an evestrough of the G.H.'s south wing.

I'd hoped that, in due course, the BCBC maintenance could eventually retrieve it but Her Honour, in words and mien, offered scant hope. That was July 25, 2005. No word to date. But it's only the second one to go A.W.O.L. In seven years. The first one hides in the copse on the west side of HMYP. Done so for five years.

Bottom line: an unbalanced boomer. No torpedos. Estimated time needed to fix: ?????

Then there are the 1:96 **Miami** (SSN-755) and her 1:125-scale twin—first one static; second one dynamic.

The 1:96-scale had its most recent run on July 30, 2006. She needs a new ballast tank servo and gremlins weaseled their way into her SONAR circuitry in a most baffling way. All that gave me pause, and that pause is still in effect to date: November 12, 2006.

The hot rod 1:125-scale **Miami** rests disassembled on the basement floor. If I were to retain a marine surveyor, he/she would most likely tell me to write her off. But hold it: she was my first, totally scratch-built R/C model. She went (for lack of more worn-out clichés) like Jack The Bear chased by a banshee;s wails. But, oh boy, all of her stern's control surfaces are rusted through (I'd used tin; not aluminum, brass or copper or GRP), and all three of her linkages show more solder than copper, and both of her "on-off" switches (4.8V and 6.0V) are worn out. This after a short 11.5 years. Then the hull (a PVC tube with bread and butter bow and stern cones) has ALWAYS leaked, but is/was easy to drain. She may also need a new battery pack (third or fourth?). Then, cosmetically, she should spend a month or more in Elisabeth

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Arden's or Coco Chanel's studio.

Question: should I scrap or rebuild her?

Reason dictates scrapping; sentiment weighs heavily on the rebuild arm of the scale. But when? Guess it'll hold 'till I get my torpedos ready for the **Molch**—a.k.a. As "Brätwurst". But "Brätwurst" herself clamors for attention. Her rudder servo is getting lazier and weaker with every patrol, and something has gone haywire with the torpedo-launching linkage—way deep inside her pressure hull, of course.

Now I better get back to fiddling with the G7e torpedos. Some 15 months have passed since my sole MK-2 snapped its driveline. Beyond that, the MK-2 was too slow, ran out of

juice too soon, leaked and blew fuses. All that is being remedied in the current "i" (for "improved") version. At a couple-of-hours-a-week pace ... late spring may see her back in the water.

Reading and editing this column could make me cry. But, her, I've never been one to toss in the towel. I lack the required sanity to do that.

Next month, following up on queries by two regular readers, I'll report on the genesis and evolution of "The Sub Subject"

Romanus Unicum.

Editor Binnacle

Three hardy sailors were out at Beaver Lake Sunday Dec10th. Barry Fox, Ken Lockley and Ernest Reid. The weather was quite pleasant although the forecasted winds did not materialize and we were left with light airs, not conducive to good racing. However, it was an enjoyable afternoon and as usual we talked boats and boating and I was given a one on one chance to pick up some very useful tips from our more seasoned skippers Barry and Ken. I could hardly wait to get home to change a few settings in my "Nadia Rose" the mini12 from eastern waters and look forward to our next sailing day.

Barry had his hull the SE 10M on hand and it looks like it is going to be a winner. As most of you know Barry is documenting the building of his yacht, both in print and photographs which can be found on the Yahoo web site VIRCB.

I am looking forward to January 13th when Barry is holding his "Monster Garage" workshop session, sign me up Barry, if you have room left.

Ernest Reid

Between the Devil and the Deep Blue Sea

By Mike Creasy

We've all heard or used the expression. Ever wondered where it came from? A post on a very useful website for ship modellers:

<http://home.att.net/~shipmodelfaq/> tried to answer the question without much success.

A number of old quotations favour the idea that the devil is actually a seam on the ship that is particularly difficult to caulk—such as the junction between the sheer strake and the deck, or the last plank before the keel (otherwise known as the garboard strake).

Another possible explanation is that devils are a thread woven into the King's cordage and canvas, to identify it and reduce theft.

Personally, I like the explanation given in 1873 by Samuel Plimsoll:

"Oh devils are sham bolts. When they ought to be copper, the head and about an inch of shaft is copper, the rest is iron. Seventy three devils were found in one ship by the surveyors of Lloyds." ...the inference being that only some rusty iron bolts stand between you and a watery grave.

I think I bought that scow.

[Editor's note: A bimetallic bolt of copper and iron would certainly result in galvanic corrosion]





Editor:

I purchased Dave Powell's Lathe, reconditioned it, new on/off switch. Now I am looking for an Eddystone/Drake Communication Receiver. If any member has a top quality receiver then perhaps we can do a swap, there are a few items that go with this lathe: new belts, and a manual. Thanks.

Don Halls (250) 642-3006
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WHERE'S WOODLEY?

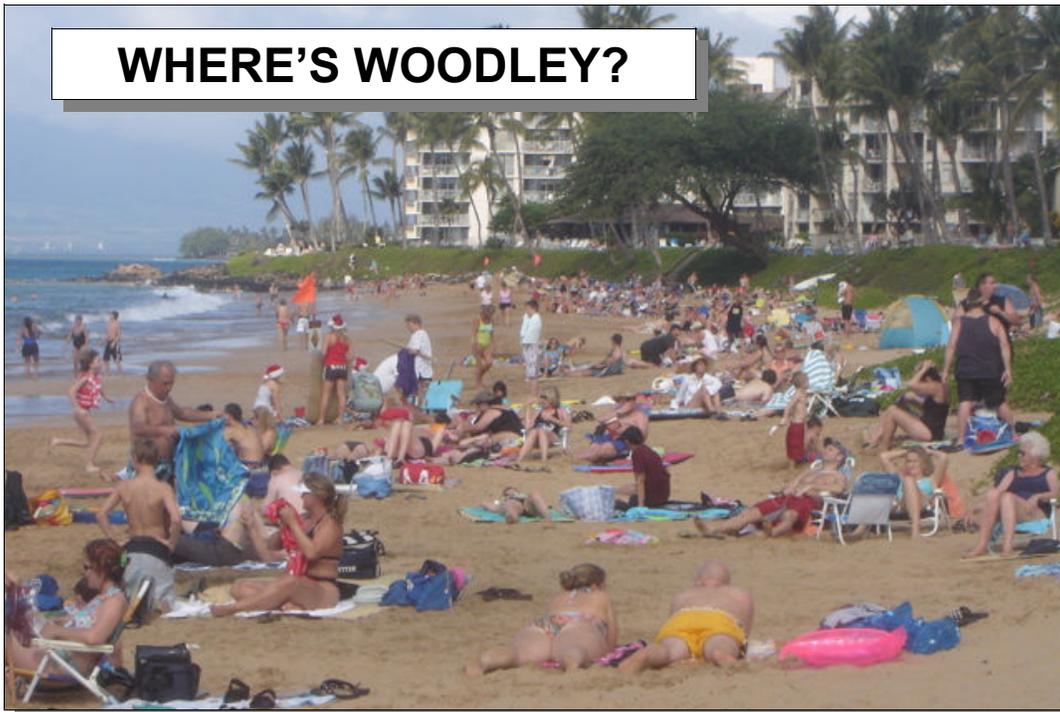


Photo by Mike Woodley



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