

July 2019

Volume 41 Issue 7

The Binnacle



Victoria Model Boats
Victoria, B.C.



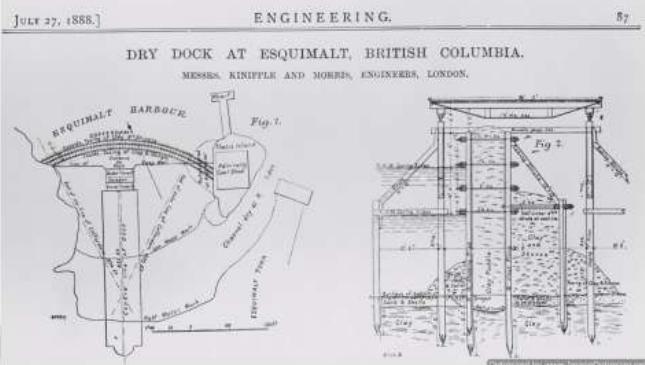
Victoria Model
Shipbuilding Society



Ken Lockley's Holiday Report.
Barge Cruising, Sternwheelers, and CN
Tug no. 6

The Uchuck 3 and its friends and Relations

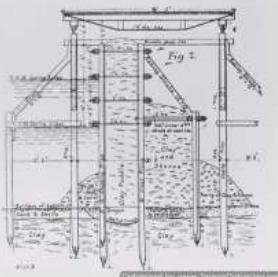
Edward.



Nootka Sound Day Cruises

Victoria's Dry Docks.

Edward.



<http://www.vmss.ca>



From the Bridge

Greetings All,

With the good weather upon us, there's no reason not to come down to the Pond for a sail. Sunday morning and of course Wednesday evening at 6 pm.

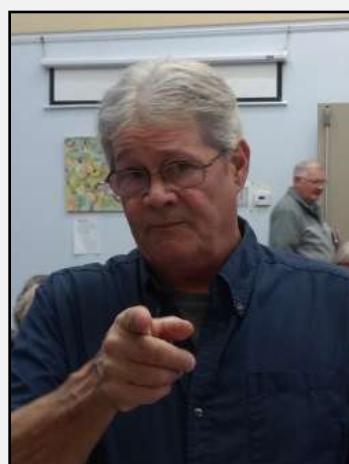
The pipeline is progressing through right past the pond, so parking is sure a challenge. We have been able to offload at the parking lot and then park on a sidestreet.

Hope to see you all there soon.

Sign up sheets will be available at this week's meeting for both the CFB museum event this coming Saturday, and for the Saanich Fair on Labour day weekend. Saanich Fair is always a lot of fun, but we do need people to rig up and tear down, setting up the pond and emptying it when we are done.

Regards,

Mike Bush.



2019 Executive Committee

<i>President:</i> Mike Bush	418-5527
<i>Vice-Pres:</i> James Cox	382-3266
<i>Secretary:</i> Elgin Smith	384-0574
<i>Treasurer:</i> Mike Creasy	888-4860
<i>Director @ Large:</i> Vacant	
<i>Show Coordinator:</i> Vacant	
<i>Binnacle Editor:</i> Edward White	385-6068
<i>Quartermaster:</i> Bob Rainsford	383-2256
<i>CRD Liaison:</i> Adrian Harrison	592-4232
<i>Parks Liaison:</i> Mike Claxton	479-6367
<i>Sailing Director:</i> Peter Stevens	656-8999
<i>Membership:</i> Vacant	
<i>Facebook:</i> Rick Gonder	744-8610
<i>All above area code (250)</i>	



ON THE RADAR

Upcoming Events

CFB Museum, Esquimalt. Saturday 13th July.
Saanich Fair, Saanichton Fairgrounds, 1st.and 2nd. September.



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



POWER: Sundays 10-12 Wednesday 6pm.
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



GENERAL MEETING AGENDA

JUNE 13th 2019

1

CALL TO ORDER AT 7:30 PM

2

Welcome to guests

3

Director's and sub-committee reports

HEALTH AND WELFARE

FINANCE

SHOWS AND EVENTS

JULY 13TH 2019

NADEN –NAVAL & MILITARY MUSEUM

AUG 30 – SEP 2ND

SAANICH FAIR

FALL 2019

BROADMEAD - VETERANS

SAILING

MEMBERSHIP – APPROVAL OF NEW MEMBERS (BYLAW 2.1)

CRD / CITY LIAISON – REPORT

OTHER REPORTS AS REQUIRED

PARKS / CITY LIAISON – UPDATE ON SEWER PROJECTS

HARRISON POND UPDATE



UPCOMING EVENTS

OTHER REPORTS AS REQUIRED

4

OLD BUSINESS

HERITAGE ACRES

BOAT REGISTRATION REPORT

ROMAINE PLAQUE AND BENCH

5

NEW BUSINESS

ENTERTAINMENT

6

50/50 SALES (15 MINUTE BREAK)

7

50/50 DRAW

8

ANNOUNCEMENTS

9

ADJOURNMENT AT PM

Total Attendance:

VICTORIA MODEL SHIPBUILDING SOCIETY GENERAL MEETING MINUTES JUNE 13TH 2019

1

MEETING CALLED TO ORDER AT 7:32 PM

2

Welcome to guests

3

Director's and sub-committee reports

HEALTH AND WELFARE-

Barry Fox

FINANCE – REPORTED TO MEMBERSHIP BY THE TREASURER
IN THE BLACK BY ABOUT \$100. 44 MBRS
MEMBER REVENUE UP FROM LAST YEAR

SHOWS AND EVENTS

MAY 25 2019

POINT HOPE SHIPYARD

JULY 13 2019

NADEN- NAVAL & MILITARY MUSEUM

AUG 31ST –SEP 3RD

SAANICH FAIR

FALL 2019

BROADMEAD VETS

SAILING – Nil Report

MEMBERSHIP – APPROVAL OF NEW MEMBERS (BYLAW 2.1)

No New Members Presented

OTHER REPORTS AS REQUIRED

PARK/CITY LIASION – REPORT ON SEWER PROJECT – West of the washrooms. About 2 weeks to impact and also at Douglas St.

HARRISON POND REPORT UPDATE – Asked for input from the membership



UPCOMING EVENTS

FALL THRASH –HERITAGE ACRES

4

OLD BUSINESS

HERITAGE ACRES

BOAT REGISTRATION REPORT NIL PROGRESS

ROMAINE PLAQUE AND BENCH – REPORT EXPECTED AT JULY'S MEETING

5

NEW BUSINESS

BC SHAVERS – Now at Hillside Mall – Across from Sports Check

6

50/50 SALES (15 MINUTE BREAK

7

50/50 DRAW – 1020 ED WHITE

8

ANNOUNCEMENTS

PRESENTATIONS

ED WHITE – STERN FORT SHIP / HO SCALE / BREAD AND BUTTER METHOD)

ARNOLD – DOLPHIN – 1950'S COMMERCIALLY – TO THE CLUB AS A FUND RAISER

HAROLD – EX BC SHAVER ITEMS AVAILABLE TO CLUB MEMBERS

9

ADJOURNMENT AT 8:13 PM

Total Attendance: 19 Members.

**NEXT BUILD:**

by Ken Lockley

JULY 2019

May 14 – 19 , 2019 we had the opportunity to spend five days aboard the “Aurora Explorer” This 135 ft landing craft type barge carries 12 paying passengers plus 6 crew . It’s cruise area is dictated by the type of cargo it’s delivering to logging camps, fish farms, homesteaders and Resorts and anyone wanting delivers to the remote areas of the Broughton and Desolation Archipelagoes . The ship is based at Menzies Bay some 15 kms North of Campbell River. This marine terminal is operated by “ Marine Link” but home to several marine operators. The five day trips are divided into the two areas mentioned and we have been lucky enough over the last two years to have done both trips. There can be anywhere from 20-30 stops during each cruise delivering freight and moving heavy equipment.



This picture is from our 2017 trip and was picked to show how adaptable the vessel is in shallow, tight quarters. She is equipped with twin screws in pods and bow thrusters that enable her to turn in it’s own length. There’s many times as a passenger you wonder how is the skipper going to be able to maneuver into a tight unloading area. Under normal conditions 4 passengers can be in the wheel house at a time, which is great and certainly a feature that made us go on a second trip . On this last trip we had two very tight dockings which the skipper clear the bridge, he wanted no distractions. We enjoyed the Broughton more, which had more stops and closer between stops. Each trip our fellow passengers were interesting with mostly Vancouver Island folks. In each cruise we had people from the USA which added to our over all pleasure. The Chef provides 3 meals a day that are fantastic, and the crew are always helpful

The vessel started life on the MacKenzie River, based out of Hay River, NWT. In Victoria it was lengthen by 40 ft., beam increased by 9 feet, and a extra deck added for passenger accomdation.



(1) We all had to do a Lifeboat drill, a must in the first hour of being aboard the ship.



(2) The tug “ Kristan H” This was a neat tug we saw and is based out of Seattle.

(3) This was a very tight docking that the skipper called for, “clear the bridge”, but only twice that happen in the 5 days. We had to get to the inside of the wharf with a rock bluff on the port side.

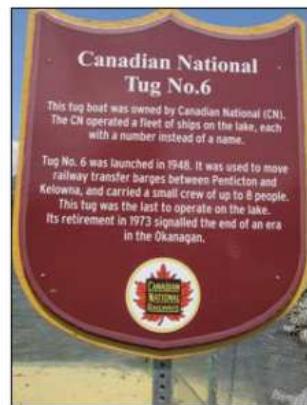
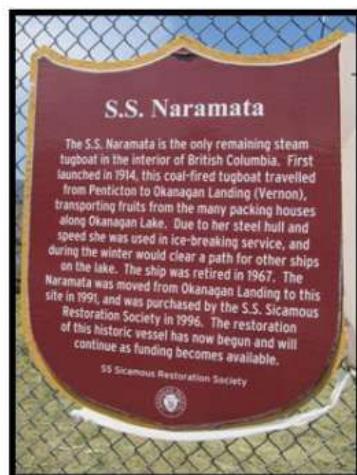
(4) There is a number of waterfalls in “Butte Inlet” that the Skipper nosed right up to for great pictures.





After the “Point Hope Shipyard Day” we headed off in our small RV for a few days in the Okanagan and visited the “Sicamous Historic Site” on the Penticton Waterfront.

I recently read that an addition had been added, “CN #6“ tug, which is the last operating Railroad tug on Okanagan Lake and this I wanted to see. It’s floating at present beside the old steam tug “Naramata”. Sorry about the chain link fence .





I was sorry that I couldn't get better shots of CN # 6, the positioning made it difficult to get the vessel in a better perspective.



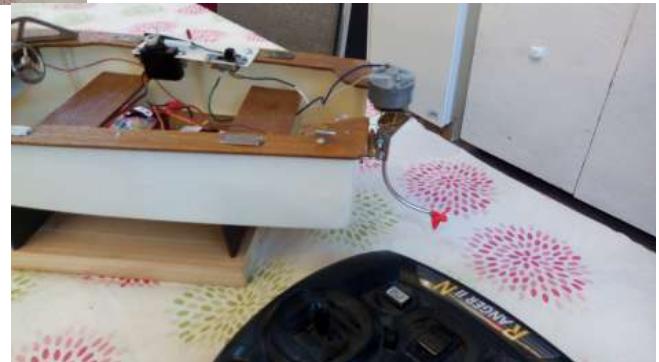
A quiet day at "Bear Creek" provincial park had me making a start on the wheel house of CNAV Clifton a Norton class tug operational at CFB Esquimalt until 1975. This will be next Winter's build. The travelling styrene tool box is never very far away.

June Show and Tell.



Arnold showing runabout from 1950s kit "Dolphin".

With a rather unique model "outboard"!



Harold showing ex BC Shaver and Hobbies items for sale at half price.



Edward's mark one attempt at a "Bread and Butter" stern for a "Fort Ship" at HO scale (1:87).

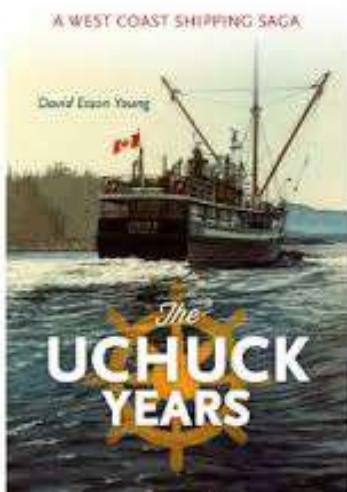




Uchuck III, YMS Minesweepers, Jaques Cousteau, and John Wayne.

This is a rambling article. It started with our rained-off event at Point Hope Shipyard. That day the Uchuck III was in the Point Hope yard about 50 metres from our pool and display. I spent 5 years of my life in Gold River, and had been aboard the

Uchuck, so I recognized her and wandered over for a closer look. To my surprise she is quite noticeably hogged. That is her keel isn't straight, the centre of it is something like a foot out of line with the ends. I found out that the hogging was the result of a rebuild of the hatch coamings on the Port Alberni marine ways. The ways at Port Alberni have a hump in the middle and as the wood was removed to make the repairs, the Uchuck sagged to conform to that hump. This was not noticed and the the rebuild went ahead, restoring the hull to rigidity but with the hump now built in. Nowadays , at Point Hope, the keel bedding blocks are profiled to support the hull in its current, hogged, shape in the water with measurements taken by a diver from a wire stretched bow to stern. The current owners hope someday to bring her back to true when the timbers in the centre of the ship need another major restoration, but in the meantime she is seaworthy and will stay hogged.



A couple of weeks after Point Hope, I picked up a copy of David Esson Young's book, "The Uchuck Years", an account of his life and forty plus years of working aboard the Uchuck III. I have not seen a model of the Uchuck, and it's a very appealing ship, so I thought I could make an article for the Binnacle about it.

The Uchuck III is a passenger and cargo vessel that is stationed at Gold River, and serves the Nootka Sound area on what I would call a semi-scheduled run, carrying anything or anyone that needs to travel to any destination on the Sound. No one is ever going to get rich from that kind of operation, but the Uchuck has survived there for 60 years, and is still going. First

Nations, tourists, miners, sea kayakers, loggers, fish camps, naturalists, hermits, float house owners, stonemasons, if you have any sort of business to be in Nootka Sound, the Uchuck III is one of your major resources.

But she's actually a lot older than that. Uchuck III was originally YMS 123, built at Kruse and Banks shipyard at North Bend, Oregon, in 1943 as a minesweeper for the US Navy. That





makes her 76 years old. Parts may be even older, because when she was rebuilt as Uchuck III in 1953 she was equipped with Mast and derricks from Princess Mary, 1910, and Esson tells that some of that wire rigging was still in service in the year 2000.

I do recommend the book to you, there is at least one more copy at Sorensen's books on Fort and beyond doubt Russel's will also have more, so it's not going to cost you a lot. And it's about a way of life and relating to other people that is unique. Esson has a myriad of anecdotes about the people and businesses that have populated the Island's west coast, all worth the telling and the hearing.

Statistics: A YMS minesweeper was 136 feet long, 24 feet 6 inches wide, and drew 8 feet of water. Their power came from 2 General Motors 8-268A diesel engines rated at 440 hp. each, giving them a top speed of 15 knots. A total of 561 of them were built. Eighty of them were built specifically for the Royal Navy, under the Lend-Lease scheme. They carried a crew of 32 and were armed with a single 3 inch gun, two 20 mm anti-aircraft cannon, and two depth charge launchers. The YMS designation stands for Yard Mine Sweeper, and came from the expectation that the vessels were intended to be used close to their naval bases, rather than ranging widely. The last to be struck off the US Navy List was YMS 327, in November 1969.

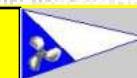
Apart from Uchuck III, two other conversions of YMS minesweepers have gathered some fame.



The first was one of the British Navy's Lend-Lease ships, launched as BYMS-26 on 21st March 1942. She was assigned to the Mediterranean based on Malta, and was de-commissioned and laid up there in 1946. In May 1949 she was bought by Joseph Gasan of Malta, who converted her to a ferry and used her between the main island of Malta and Gozo, a smaller island to the north east, starting in March 1950. Gozo is mythically associated with the nymph Calypso, so Calypso the ship became.

That summer the British millionaire and MP, Thomas Loell Guinness, bought Calypso and immediately leased her to Jaques Yves Cousteau for the princely sum of 1 franc a year. Cousteau transformed the ship into the one we all watched on TV for the next 46 years. Without doubt it was this old minesweeper that educated all of us about the two thirds of the world that are underwater. Calypso is still in existence, but a number of schemes to restore her have failed, and whether Cousteau's granddaughter will eventually bring her back remains to be seen.





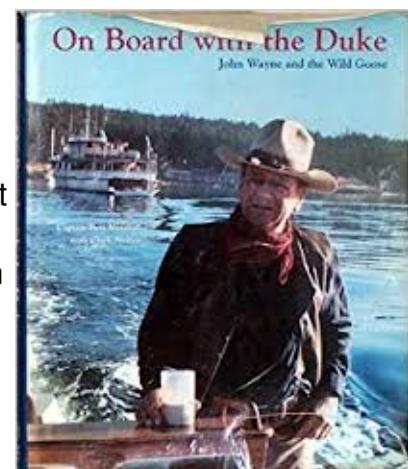
There's a Billings kit of Calypso still available, and I have downloaded a set of plans from freeshipplans.com, which includes a plan of the original minesweeper.

The second famous conversion was of YMS-328, launched in Ballard, Washington in 1943. Her war service was in the Aleutian Islands, and she was laid up in Bremerton in 1946. In 1948 Vancouver Tug and Barge owner Harold Jones bought her and converted her as the yacht La Beverie. After his death in 1956, Max Wyman bought her, renamed her Wild Goose 2 and travelled the world in her for the next six years.



In 1962 Wild Goose changed owners again, this time to John Wayne, of whom you have heard. Wayne put her through another major renovation and kept her the rest of his life, 17 years. For sixteen of those years Wayne's captain was Bert Minshall, and he wrote the book "Wild Goose, on board with the Duke".

Wild Goose is still in operation for dinner cruises in Newport Beach California. Hornblower Cruises now operates her, and still has a huge party aboard each year on John Wayne's birthday.



So there's a great model waiting to be built. A 1:48 scale will finish at 34 inches long, with a scale displacement of 5 1/2 pounds, a really nice handy model for modern radio, at least four versions of superstructure to choose from, twin screws for fun handling, lots of choice for gadgets, and unlimited nostalgia. This one's from Germany. You know you want one!

Let there be Light

In 1871, the sun didn't set on the British Empire. And part of what made that true was the colony of British Columbia. On the 16th. of May 1871 at th Court of Windsor, Queen Victoria made an Order in Council admitting British Columbia to the Dominion of Canada, from and after the 20th. of July 1871. Attached to that order were 17 "Terms of Union".

The best known of those terms was number 11, the completion, within ten years, of a railway to connect the seaboard of British Columbia, across the Rocky mountains, to the rest of the Canadian railway system.

But there was another construction project in Term number 13. "The Dominion Government shall guarantee the interest for ten years from the date of the completion of the works, at the rate of five per centum per annum, on such sum, not exceeding, 100,000 sterling, as may be required for the construction of a first class graving dock at Esquimalt." (That's roughly 500,000 canadian dollars at the time)

At that time there was no drydock on the West Coast north of San Francisco, and ships that got into trouble had to limp down the exposed Washington and Oregon coasts to get repaired. Rear Admiral George Fowler Hastings,(Hastings street in Vancouver), the commander of the Royal Navy's Pacific station, 1866-1869, was the main driving force behind the original idea, and when the Province finally started the project in 1876, the Royal Navy was to get priority and free dockage for fifteen years after completion.

Well, high profile public works have a built-in date with Destiny! The dock at Esquimalt was no exception. Before it even got started, it saw off its first Provincial Premier, Amor de Cosmos. He had tried to convert the interest guarantee to an outright grant of 30,000 sterling. When the B.C. public found out they thought he was selling out the Terms of Confederation. They stormed the Legislature on February 9th. 1874, forcing Amor de Cosmos to resign the Premiership and flee to Ottawa, where he was Victoria's M.P.



His successor as Premier, George Walkem, did some manoeuvering and placed a couple of preliminary contracts, but nothing was actually started when he resigned in 1876. The new Elliot government floundered about, finding that the British Admiralty was demanding a much bigger dock than was needed for commercial craft. Elliot tried to palm off the project responsibility to Ottawa but he was defeated and Walkem became Premier again before Ottawa even had a chance to refuse. Things dragged until October 1880, when the new federal government of John A Macdonald agreed to make a grant of 50,000 sterling. Walkem let some new contracts, but by this time of course the projected cost was ballooning. While the original estimates allowed for some 100 tons of cement, an updated enquiry found that between 6,000 and

7,000 tons would actually be needed. When the report reached Parliament, Walkem's government bit the dust again, and he retreated to the Supreme Court on May 23rd. 1882.

The graving dock was finally completed, 430 feet long and 40 feet wide at the floor,(60 feet wide at the gates) and opened on July 20th. 1887 with the docking of HMS Cormorant. The final cost was \$1,171,664.74, more than twice the original estimate.

Fast Ferry? Anyone?

In its first seven years, it serviced 24 merchant vessels and 70 Royal Navy ships. The operating costs for those years was \$81,405.16, and the total receipts were \$113,695.37. A 2.7% return on the investment.

But it was a first class facility. Well equipped too. The final machinery installed even allowed the dockwork to proceed through the night. An Armington and Simms 8 inch by 12 inch steam engine was installed to drive a dynamo, and supply power to drills and a lathe. The dynamo was an Edison Light Company of 1600 candlepower, supplying 60 lamps of 16 candlepower each. It was the first commercial electric light installation ever to be installed in Victoria.

(I know about this, because that very steam engine is at Heritage Acres,

and is run on live steam on the mid June open days and at the fall threshing event in September. And that very dynamo is in the machine shop and I am currently making a new wooden base for it. When the base is complete I am going to assist in dismantling the dynamo and restoring it to working condition. One day we shall re-unite it with the original

steam engine, and, we hope, find at least one Edison carbon filament lamp to light with it. The timing of the project is being governed by our current favourite motto.

"Don't worry about ageing. You can still do stupid things, it just takes a little longer!"

The Royal Navy abandoned Esquimalt as a base in 1905 and it was taken over by the Canadian Marine and Fisheries dept, passing to the Royal Canadian Navy on its formation in 1911.

The graving dock worked continuously until 1927, averaging 21 vessels a year. By then, the size of commercial vessels had grown to the point that it could no longer handle all of them.



ROYAL BC MUSEUM

Courtesy of BC Archives collections - Call Number: PDP00503
Web: www.bcamerica.gov.bc.ca Email: access@www.bcamerica.gov.bc.ca
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Title: HMS "Cormorant" Enters Esquimalt Graving Dock, 1887.

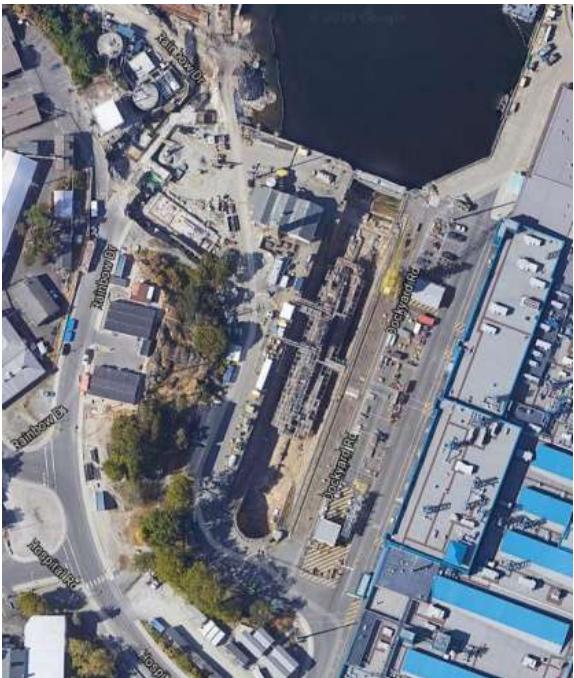


So in 1924 the government of Canada built a new facility 500 metres north east of the original. The new facility is 1200 feet long and 135 feet wide, big enough to take the largest ships that could pass the lock gates of the Panama Canal. (Panamax)

The original fell into disuse until 31st. August 1945, when HMCS Coaticook docked there, presumably to be mothballed because she was paid off into the reserve that November. Since then it has been in regular use by the Canadian Navy, and is part of their maintenance facility.



Anyway, you have some background to ask questions when we visit the CFB Esquimalt museum on the 13th. of this month.



(Just to prove that they are both still there!)

July 2019

The Binnacle



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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