

**4!  
BONUS  
PAGES!**

# The Binnacle



Victoria Model Shipbuilding Society  
303-2151 Haultain St  
Victoria BC V8R 2L8  
vmss@shaw.ca  
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB  
Vancouver Island Radio Control Boaters

## President Still to Be Nominated for Our Club

Plan to Attend the **ANNUAL GENERAL MEETING** November 8th Vote for the next executive.

The following members have come forward to stand for nomination:

|                      |                |
|----------------------|----------------|
| <b>David Taylor</b>  | Vice President |
| <b>Scott Munford</b> | Secretary      |
| <b>Mike Creasy</b>   | Treasurer      |
| <b>Barry Fox</b>     | Director       |



The 10 remaining director positions will be appointed by your incoming board. I am pleased to report that members have volunteered for all of these latter positions and they will be announced at the General Meeting. Nominations will also be taken from the floor for all positions. It certainly would be exciting if we actually had an election with ballots and all that good stuff. The election will be run by our own **Romaine Klassen**.

**Dave Denton** has given two years service to our club as President and he needs a break. Anyone who knows Dave will realize the time and effort he has put into our club. Ask Dave and he will tell you there are lots of fun times and a great deal of satisfaction doing this job for the club and the community. So "come on VMSS members" and give me some nominations for **President**.

The positions on the executive are for one year. The outgoing executive retires from office each year, effective December 31st, and their successors are elected at the Annual General Meeting in November.

Please direct nominations to Nominating Chair **Ernest Reid** at 652-8579 or e-mail . You can also direct nominations to the election committee members **Dave Denton** at 479 -1800 or **Bill Andrews** at 479-2761. Submitted by **Ernest Reid**

## ON THE HORIZON

### INFORMATION ON UPCOMING EVENTS

|          |                    |
|----------|--------------------|
| Oct 21   | <b>Powell Cup!</b> |
| Nov 8    | AGM and elections  |
| Dec 13th | Christmas Party    |



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



**POWER: Sundays 10 – 12**  
Harrison Model Yacht Pond (HYP)  
Dallas Road at Government.



**SAILING: 1st and 3rd Sundays 1 – 3 PM**  
Beaver Lake  
**Next is October 21st Powell Cup!**



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



## From the Bridge

It's getting dark out earlier, soon it will be rainy dreary, but we will have our love to keep us warm, and

when you got her quietened down you can get into the workshop and putter. Personally I will be building some more hydroplanes and a tug with directional thrust for the show in February. But first we have to get elections out of the way. We have a good slate of people lined up for next year with the exception of one, I am not too happy with the prospect of being the president for another year, but I will serve with a minimum of grumbling. I would rather be appointed to another post, may be superintendent of new construction, or some thing like that. We need new blood at the top, so dig deep and see what you can do.

One of my old friends is down-sizing his fleet and these are truly sweet models. Pictures will be at the club meeting. Remember this is a swap and shop meeting so clear out the closet and get rid of something and bring some more stuff home .

See you on the water

**Dave Denton**



**Victoria Model Shipbuilding Society**

General Meeting – 13 September 2007

Minutes not available at press time. Editor.



**2007 Executive Committee**

|                                       |                 |
|---------------------------------------|-----------------|
| <i>President: Dave Denton</i>         | <b>478-1800</b> |
| <i>Vice-Pres: David Taylor</i>        | <b>652-6480</b> |
| <i>Secretary: Ron Hillsden</i>        | <b>479-5760</b> |
| <i>Treasurer: Tom Pound</i>           | <b>595-6487</b> |
| <i>Show Coordinator: B. Andrews</i>   | <b>479-2761</b> |
| <i>CRD Liaison: Ken Lockley</i>       | <b>477-5830</b> |
| <i>Barry Fox</i>                      | <b>294-0350</b> |
| <i>Parks Liaison: Dave Denton</i>     | <b>478-1800</b> |
| <i>Binnacle Editor: Bill Sturrock</i> | <b>479-0239</b> |
| <i>Quartermaster: Bob Rainsford</i>   | <b>383-2256</b> |
| <i>Librarian: Rick Rainsford</i>      | <b>382-0898</b> |
| <i>Sailing Director: Barry Fox</i>    | <b>294-0350</b> |
| <i>Director at Large: Ken Scotten</i> | <b>472-6187</b> |
| <i>Director at Large: Ernest Reid</i> | <b>652-8579</b> |
| <i>Publicity: Dave Denton</i>         | <b>478-1800</b> |

**Contributions to the Binnacle are welcomed. Deadline for submissions: Thursday before the monthly meeting.**

**Editor.**

**THE BOAT-A-THON...**



**SWEAT-HOGS...**



**... and DOGS!**

Photos by Mike Woodley

**VMSS MODEL BOAT PHOTOGRAPHY CONTEST**

**OPEN TO MEMBERS OF ANY MODEL BOAT CLUB**

**Just a few Rules:**

1. Maximum of 3 entries per amateur-photographer/member: **DIGITAL (jpg) only!**
2. Send by email attachment to: [vmss@shaw.ca](mailto:vmss@shaw.ca) **subject line: "PhotoContest Entry"**
3. Model ships and related topics only, please. **Limit of 3 entries per person.**
4. **Deadline November 15<sup>th</sup>, 2007.**
5. Judges decision final; prizes to be announced at a later date in the Binnacle.

**NOTE:** It is intended that the top 12 BEST entries will be used in our VMSS Calendar for 2007. **Questions:** email to: [vmss@shaw.ca](mailto:vmss@shaw.ca)

**GOOD BOATING AND SHOOTING!!**

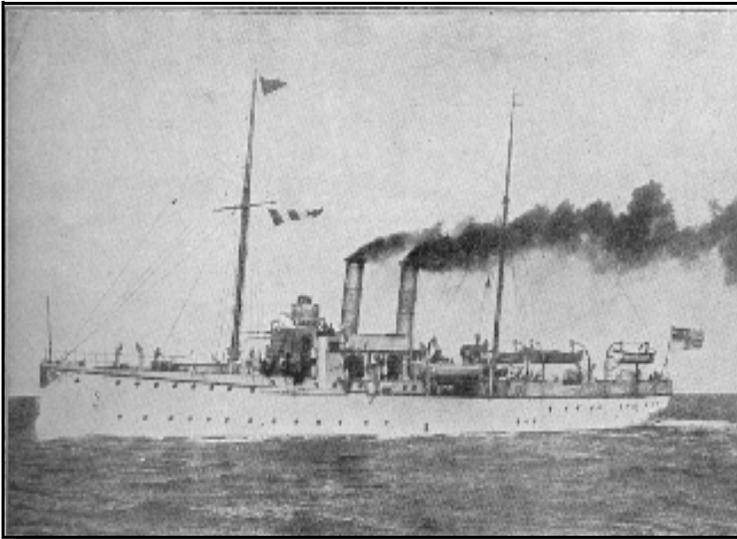
## Old Wood & Rusty Iron – by Mike Creasy

### *The First BC Government Fleet*

You're excused if you think BC Ferries was the beginning of the BC government's involvement with saltwater ships, courtesy of WAC Bennett in the 1960s. But it was actually Premier Sir Richard McBride who got the ball rolling – and with nothing so ordinary as ferryboats!

In the early days of the 20th century the world was full of conflicts. Japan and Russia were rattling sabres; Germany was building its army and navy with colonial ambitions (Germany had a major naval base at Tsingtao in China), the Balkan countries were escalating their traditional ethnic warfare, Britain and France were building up their military, and Argentina, Brazil and Chile were all gearing up to seek revenge for past insults.

Germany and Japan both had modern cruiser squadrons in the Pacific, and the Germans were well known on the west coast as regular callers during the Mexican civil war. The Germans were very familiar with BC, having sent the gunboat



**SMS PANTHER** (photo) on a mission around 1904 to chart suitable hiding places and coaling stations for future use.

At the same time, Canada's west coast defences consisted of **HMCS RAINBOW**, an obsolete and lightly armed cruiser, supported by two unarmoured British sloops-of-war, **HMS ALGERINE** and **HMS SHEARWATER**. To the south, the Americans had not yet established much of a west coast fleet; believing that the focus of war would be in the Atlantic - this despite Japan's expansionist policies in the Philippines and other Pacific Island groups.

It's worth remembering that Hawaii was an independent Kingdom until 1893, when a small force from the **USS BOSTON** replaced Queen Liliuokalani's regime with a new provisional government. This arrangement (supported by plantation owners and various ex-pats; bitterly protested by most native Hawaiians) lasted until 1898 when Hawaii was annexed as a US possession.

For its part, British Columbia was still a remote outpost of Empire. The last spike of the CPR was driven in 1885 and travel across the frozen Dominion was still a week-long expedition.

By 1914, war was felt to be inevitable and tensions were growing fast. Victorians worried that a foreign fleet might show up and shell the City. The Admiralty reported at least one German cruiser operating off the west coast. Banks transferred any surplus cash to Winnipeg. British Columbia's defences were still almost non-existent, with no hope of reinforcement in the foreseeable future. Much hand-wringing and editorializing took place without much effect, since the new Royal Canadian Navy didn't have many resources to send.

The Americans, also without a real blue water fleet on the west coast, had been building a few submarines in Seattle and San Diego, following the latest naval doctrine that identified submarines as a useful defensive tool. The US Navy was not really keen on these sinkable boats probably, as John Holland pointed out, because they didn't have a quarterdeck suitable for an Admiral! This was, after all, the age of frock coats, monocles and those great big fore-and-aft hats from Lord Nelson's day! As a result, US shipyards were forced to market their skills to other Navies around the world.

By a fortunate turn of time and events, in early 1914 Seattle's Moran Yard was building four H-class subs for the US Navy, as well as two for the Chilean Navy – the **IQUIQUE** and the **ANTOFAGASTA**. In July, the Chilean government had decided to refuse delivery of their two new craft, then nearing completion.

The President of the Seattle yard was a shrewd Glaswegian by the name of James Venn Paterson, well known in Victoria and Vancouver business circles. Paterson arranged a meeting with Premier McBride - well aware of the growing anxiety about coastal defence - and pitched his idea of solving BC's problem (and his own yard's cash flow) in one master stroke. McBride was receptive, and wheels began to turn.

Tension reached a fever pitch in early August 1914 as ultimatums counted down and war was almost certain. At 6 pm Pacific time on August 4, 1914, Britain (including all the Dominions) declared war - Esquimalt was warned to expect an immediate attack from von Spee's Pacific Squadron. Steam was raised in the old **RAINBOW**, laid up for nearly two years and nearly aground on empty cans and beef bones.

In the meantime, Paterson had to get his surplus subs out of US waters before US neutrality laws came into force, and without tipping his hand either to the Chilean Navy (who were still present and waiting for negotiations to resume) or to German intelligence officers. In Victoria, final decisions and formal approvals had not yet come through, leaving him in a bind. Should he move the boats out of sight? Or give it up as a cause lost to Canadian dithering?

He decided to go for it. In a great bit of theatrical skulduggery, Paterson got a small crew aboard both boats and quietly slipped away from the shipyard dock on electric motors only. At daybreak on August 5, he met up with the salvage tug **SALVOR**, five miles south of Trial Island. Lt Bertram Jones RN (ret'd) passed over the BC government's cheque for \$1,150,00 US, and

*Continued on page 5*



## Sub Subject

**UNWANTED AIR OR WATER TRAPPED IN A MODEL** submarine can much upset the appletart in the boat's surfaced or submerged trim. Jointly or severally, they are difficult to avoid and, at times, even tougher to eliminate.

A scratch builder should be conscious of these gremlins right from the get-go. Water has weight; air can shift from points ahead of the centre of gravity (weight) or point of rotation, while water can stay locked in 'til it evaporates or slowly finds its way through a possible escape route— after seeding rust and oxidization in its wake.

Before getting too carried away with bubbles and traps, though, a bit of backtrack concerning trim may be in order.

Trimming a sub model is the last and often most patience-testing step in the building process. That's how it should be: last. Perfectly trimmed, the surfaced model should float on an even keel, at the waterline. Next, upon diving, it should do so with the bow first, down some five to seven degrees and then, for static models, hover with the top of the sail/turret/conning tower half to three-quarters of an inch above the surface. Then moving forward and dynamically deeper, it should maintain the same attitude as it had while surfaced, while its now fully flooded ballast tank was empty, i.e. nice and level in all four directions.

That may sound simple, but in my 13 years of building four dynamic and two static divers, I didn't get there yet. That illustrates how intent and result can differ. The main hooker seems to lurk in the difficulty of achieving a seamless transition during the diving phase. Still, theoretically, it shouldn't be that tough.

Basic rules are: use lead for weight (kept low in the model) and blue or pink foam for flotation to be kept high as much as possible, above the waterline. Next: the weight of the model that should ride above the waterline must be kept to a minimum which, in static divers, reduces the needed size of the ballast tank and subsequent gas consumption.

The one model in my pens that was easy to trim is the 1:11=scale Molch—a dynamic diver with an exceptionally high waterline. Her displacement variation between surfaced and submerged runs only about six to seven ounces (12 in the turret and 4 to 5 in the upper 60° to 70° of her hull's lid with brass vents).

In the opposite corner, there's the 35 lb Florida with her half-gallon ballast tank that struggles to get her surfaced, and not quite up to the waterline. Many of the reasons for that are elaborately bitched about in the May 2007 Binnacle. Main design flaw: the model's dry weight above the waterline and the subsequent (space) need to have part of her ballast tank proportionately inefficiently situated above the waterline.

As a point of interest to illustrate how critical trimming can get: initially, before her HMYC launch on July 16, 1999, in a drenching rain, **Len Gibbs** and I gave her a final

trimming in the backyard's pond. Despite her great dead weight, the model responded to as little as a quarter ounce of lead shifted here and there, and pieces of foam the size of sugar cubes. In the end result (now), she's still sluggish and tender but, most of the time, launches her model Trident missiles quite nicely.

All of the foregoing just to emphasize how very little weight difference it can take to get a boat properly trimmed to achieve NEUTRAL buoyancy— even with the ballast tank flooded. Observable examples of near-neutral buoyancy can be observed in the straits around us. Soaking wet logs (deadheads) that are still visible on the surface can often be sunk with the mere push of a hand. How neutral can it get?

Once the fine line between floating and sinking is appreciated, it must be kept in mind throughout the construction phase. Ultimately, though, it may still call for a fair dose of patience and total repression of any onsets of frustration. Being prepared for the difficulties will give a leg up in solving them.

Lead and water can be used to increase a model's weight; lightening a boat takes air or foam. The latter (foam) simply put, displaces water and is much lighter than the water it displaces. All of that is done with intent. But what about unwanted water and trapped air?

Well, it doesn't take much of either one to jeopardize the strived-for neutral buoyancy. But sound drainage and venting provisions can preclude most or all of the problems.

Water in free-flood areas may get trapped behind a baffle or bulkhead, and also underneath anything intended or acting as a platform, while unwanted air will seek the highest points in bow or stern and under the casing.

After a run, turning the model upside down and shaking it, or leaving it out in the sun or using a hairdryer may not quite do the job. What will help greatly, though, is lowest points—flush with the inner surface of the hull. Platforms should be treated likewise, but with the thought in mind that the boat will not only move up or down, but that she will heel as well. And air will shift accordingly— to its highest available point.

As for drainage and venting provisions go, holes drilled the hull (easily disguised as vents and scupper) or, for example, hidden under the pedestal of a deck gun work okay. She will not look like a sieve or a colander. Further, all round holes can be trimmed nearly with the hollow rivets that come with new servos. Then avoid unwanted air by, for example, moulded (contoured) foam blocks in the upper half of the bow and, sometimes, in the extreme stern, i.e. under the fin/upper rudder. For horizontally installed foam blocks that do not fully reach down to the bilge, drill vertical 1/8 to 3/16 inch holes, spaced 1/2 inch to 3/4 inch. Do so by hand to not crack or tear the foam.

None of the foregoing suggestions will assure perfect drainage and perfect ventilation but, combined, they'll lead a fair distance up Everest's north face.

*(Continued on page 7)*



*(The Mission Boats Continued from page 3)*  
led the little flotilla back to Esquimalt.



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Title: The HMS Algerine, HMS Shearwater, CC1 and CC2.

Processed From Neg. on Neg. Oct. 3 200 204+40 2007

The Americans seem to have enjoyed the performance, too – waiting until the subs were safely in Esquimalt Harbour before sending a cruiser to chuff around possible US hiding places, then reporting that the wayward subs could not be found. The Germans and Chileans were not amused, but couldn't do much about it.

The new BC government ships were named **PATERSON** and **MCBRIDE**, while flags and glasses were hoisted. Within a few days, the Dominion government reimbursed the Province and the subs were taken on strength in the Royal Canadian Navy - renamed **HMCSs CC1 and CC2**, much to the disgust of the locals. As it turned out, the subs were rather toothless – rigged for different size torpedoes than were available at Esquimalt – and with almost no crews trained in the underwater arts, they weren't really much of a threat to a modern cruiser squadron. But, no bombardments or invasions took place, and the civilian population probably slept easier for their presence. Thus ended Premier McBride's brave foray into nautical history. But the next time someone says "I remember when old WAC got BC into the boat business", you can say "well just a minute now...." Next month, not just Fast Cats and fishing boats... BC shipyards actually built submarines!!!

**Bibliography**

- Beneath the Surface, Bill Lightfoot, Cordillera Books, 2005
- The Sea is at Our Gates, Cdr Tony German, McClelland & Stewart, 1990
- Tin Pots and Pirate Ships, Michael Hatley & Roger

**Model boating alive and well in Penticton!**



Editor, here's a couple of shots of our sailboats on our pond and one of our member's latest creation ,a fishing trawler, (Billings latest release) Poles and nets yet to be added. Thought you might like to put them in the Binnacle, just so members know we are still alive up here....**Ron Wild**, ( past president VMSS)



Photo by  
Barry Fox

**Western Canadian IOM Championship Regatta: it doesn't get any better than this!**

**The Ships are coming!!!**

The **Victoria Tall Ships Society** has successfully negotiated with the American Sail Training Association (ASTA) for the return of the Tall Ships © Challenge Race. The Victoria festival is scheduled for June 26 – 29, 2008 and will coincide with the 150th anniversary of the establishment of the Crown Colony of British Columbia; a fitting addition to a year that will be rich in history and special events. Victoria will be the only Canadian port where you can experience the full compliment of Tall Ships © participating in the 2008 .

<http://www.tallshipsvictoria.ca/>

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**As The Jib Sets – October Sailing**

members and others who entered and put on a great show.

September saw us hosting the CRYA IOM Western Regional Championship Regatta. With good help from VMSS members Mike Woodley, Dave Denton and Ken Ensor the event ran very smoothly with us able to get 24 races in over the two day schedule. A delicious, fresh lunch was served by Mike Creasey, Bill Andrews and Mike Claxton on Saturday with everyone enjoying a very full menu. Thanks to all those who helped.

We had two entries from Vancouver, two from Comox and one from Hornby Island to ensure it really was a regional type of event. Unfortunately our Vancouver racers had to leave Saturday night so the results are a bit different that they might otherwise have been but that's the way it goes. We do thank them for their support of the class and our event.

Winds were very light on Saturday for most of the day but did pick up at the end of the day. However, even in those light conditions we got 13 full races in with a minimum of course changes. The main thing we had to do is reverse the course near the end of the day as the winds turned around to the south and then stayed there all through our Sunday sessions.

We did have a bit of weed problem but I guess the good news is that it took turns with each of us so it was fairly equally a problem.

On Sunday we had great winds all morning and managed to get 11 races in during just the morning before concluding the event. Still a bit of weed to contend with and it seemed much more selective about who was going to get to pick it up. The Daves, Taylor and Seager were in a tight contest over who picked up the most weed both in size and frequency. I think Dave Seager won out on sheer volume.

Skipper Jan Schmidt's wife, Mercedes, stepped up to help Dave Denton score the event and gave us race by race updates on where we stood. That tended to make the contests more interesting by knowing how close you were to the boat ahead of you.

In the end the event was won by Graham Herbert from Hornby Island sailing a boat of his own design. Jan Schmidt finished second with his new KF II and I managed to recover from a poor start on Saturday to just edge out Peter Brosch of Comox for third.

A good event for us to host and good support from the Club Executive, the members who helped run the event and the

**CRYA IOM Western Regional Championship Regatta.**

| Position | Skipper        | Sail No. | Points |
|----------|----------------|----------|--------|
| 1        | Graham Herbert | 25       | 43.0   |
| 2        | Jan Schmidt    | 24       | 56.0   |
| 3        | Barry Fox      | 62       | 87.0   |
| 4        | Peter Brosch   | 17       | 92.0   |
| 5        | Dave Seager    | 18       | 105.0  |
| 6        | Alan Gardner   | 07       | 118.0  |
| 7        | Ray Krtechmar  | 16       | 121.0  |
| 8        | Jenny Taylor   | 05       | 131.0  |
| 9        | Dave Taylor    | 03       | 136.0  |
| 10       | Mark Gilbert   | 00       | 149.0  |
| 11       | Ernest Reid    | 19       | 227.0  |
| 12       | Scott Ringrose | 49       | 243.0  |

**What's Next?**

Some of us are going over to Saltspring to sail at the Pond on Sunset this weekend. If you would like to come along let me know and we'll get some carpooling going. We did this a couple of months ago and had 14 IOMs show up for a great day of sailing.

Here in Victoria our next event for sailing is Part 2 of the Powell Cup on the 21st of October. Right at the moment, Bob Rainsford has a huge lead from the Spring installment but it is just a lot of fun so come on out and join us on the 21st. The Powell Cup portion of the sailing will start at noon and when that is finished we will reconfigure the course and have regular competitive sailing the rest of the afternoon. The combined totals of the Spring session and this one will determine the 2007 winner of the Powell Cup.

That's about it for now. Don't forget to let Ernest Reid know that you are interested in helping the club run and volunteer to run for one of the many positions to be voted on at the November meeting.

And get your pictures in to Bill soon for the photo contest.

See you at the Lake.

**-Barry**

*(Continued from page 4)*

Next month, depending on my research appointments' success, I intend to offer a list of currently available submarine kits—price and comments included where avail-

able. If that fails...I'll have to dream up something else. My plea for suggestions can be directed to (250) 595-4740. Fingers crossed, I say 'Till then.'



## Western Canadian IOM Championship Regatta September 15 -16, 2007 Beaver Lake, Victoria, BC

We arrived lakeside Saturday morning to find 12 boats ready to hit the water. With boats from as far North on Vancouver Island as Comox and across the Strait from Vancouver we had a good bit of geography covered and some regional feel to the event.

We were fortunate to have Victoria Model Shipbuilding Society members supplying a good organizational crew on shore to run the event and keep us in line. Returning for his second stint as Race Director this year was Mike Woodley who kept us on the water as much as possible and helped us get in 13 races in spite of the low winds. Scorekeeping was ably handled by Dave Denton with pen and paper recording the finishes and equally as ably assisted by Mercedes Schmidt on the computer plugging in Dave's records to keep the scoring up to date. Ken Ensor joined us from the Langford Navy to be our Rescue Boat Operator.

When lunch time came along we were treated to freshly grilled jumbo hot dogs and some terrific corn on the cob cooked and served by Mike Creasy, Bill Andrews and Mike Claxton.

Thanks to all these folks for volunteering their time so we can focus on sailing our boats.

With the weather a little overcast we had the lake to ourselves, not many swimmers to contend with. A straightforward windward/leeward course was set and it turned out to be fine for the weekend as the primary wind shift was just once from north to south later in the first afternoon as the weather changed towards the promised rain.

With all the boats in the water we started the day with a practice race just so everyone could get settled into the routine. That turned out to be a good choice as the winds went completely soft as the countdown got to zero.

On to the real races! It was obvious it would be a day of light air sailing so away we went. Mark Gilbert returned to IOM sailing in a grand manner as he was the only one to find any wind off the first start and just kept finding something on every leg and he literally was gone away. By the end of the race he was over a full leg ahead of anyone else. If you saw a video focused on his boat and then another one with the rest of the boats you would think they were at different places and times. Good show Mark.

The downside of that is that it must have lit the fire for Allan Gardner as he proceeded to dominate the rest of the day starting with the next race. He ran the day with a long string of firsts and a few seconds, the seconds usually a result of his turn at collecting weeds.

The statement was made that the wins were distributed among 6 different boats on Saturday which sounds like the winning was distributed around but when

you consider Allan took 7 of the 13 races we got in then was second in another 4 you get the idea of who was in charge.

A few people had mishaps that took them out of the races for the day. Scott Ringrose had a couple of good races to start the day and then had his sail winch burn out and was out for the event. Ernie Reid almost immediately suffered a radio transmitter problem and that ended his day although he did return on Sunday with a new radio installed.

Weed raised its ugly head off and on through the day but distributed itself fairly evenly among everyone so that the penalty was shared by virtually everyone at one time or another. It seemed to gather in a few specific areas so they became zones to stay clear of.

Near the end of the day Allan Gardner informed us that he and Mark Gilbert had to leave the event that evening to return to Vancouver and would be unable to continue to beat us up on Sunday. Everyone was disappointed to hear that. Although that opened the door for others to move up in the final standings it is nice to earn your place against everyone and particularly against someone who is a good skipper.

Over the day we managed to get 13 races completed which allowed HMS to give us two drops. That left Allan Gardner in the lead with a mere 15 points followed by Graham Herbert at 28, Mark Gilbert at 36 and Jan Schmidt at 44. Graham and Jan had a shaky start to the day but recovered to settle in for a bunch of good finishes.

We retired to a local restaurant for some good food courtesy of the Victoria Model Shipbuilding Society, our hosts for the weekend. Lots of good stories of the shoulda/coulda/woulda variety and just a general good time.

Sunday dawned to glass smooth water at the lake which made course setup simple but by the time the first race was called to start the wind had filled in nicely and we sailed in mostly really good conditions for the entire morning.

With Allan and Mark not in attendance the battle was on to see who could overtake who and where Allan's big lead would leave him when we were all done. With better winds we were treated to a lot of good races all the way through the pack and a lot of close calls at the finish line.

The wins were mostly shared between Graham and Jan with Graham maybe slightly more consistent in all the other races which allowed him to maintain his advantage over Jan. Barry Fox and Peter Brosch were battling for position all morning with both getting a win but Barry was slightly more consistent and managed to overtake Peter near the end of sailing.

The weeds were a bit less of an issue for most people but Dave Seager and Dave Taylor seemed to have weed magnets attached to their keels. In the end though, if there was an award for it, Dave Seager was the easy victor in that battle with some huge collections being dragged back to shore.



Ernie Reid returned and enjoyed a better day of sailing in his first regatta to get a few decent finishes.

All during the morning our scorekeepers gave us race by race updates so we all knew where we were and who we might be able to close on if we could just sail decently.

The end of our allotted time arrived just after noon and we found that with the improved wind we were able to sail another 11 races in addition to the 13 from Saturday.

With those 24 races under our belts the results were shuffled quite a bit and in the end Graham Herbert held the lead with 43 points just ahead of Jan Schmidt who finished with 56. Barry Fox and Peter Brosch carried their battle late into the morning with Barry pulling ahead slightly to finish at 87 points.

The boats were gathered for the obligatory photos and the first three finishers received their awards and recognition.

A thanks to all who traveled some distance to support the event, it is appreciated as we continue to grow the class. A big thanks again to all the folks named above who ran the event and did a great job of keeping us in line and fed.

With that we literally folded the tents and packed up heading home to dry out and dream of how we will dominate next year at the 2nd Annual.

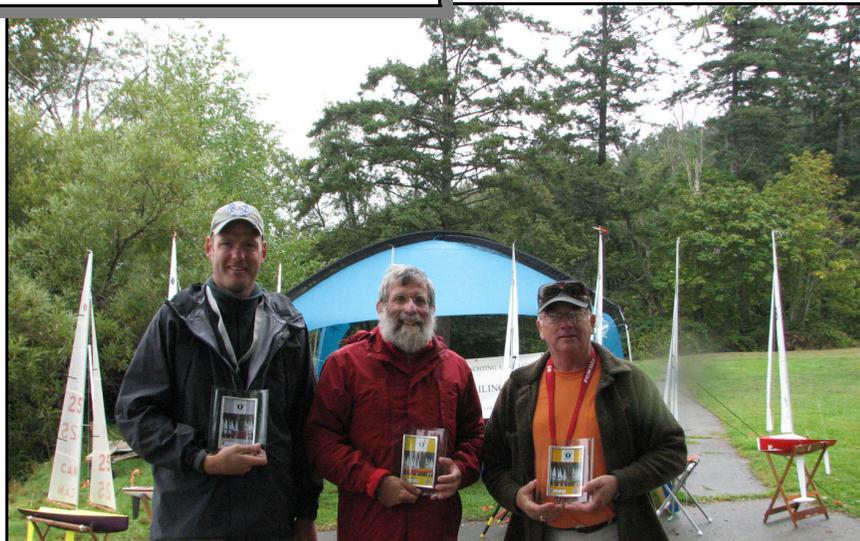
Oh, Allan's big lead on Saturday translated into a final 6th place with no sailing at all on Sunday.

Submitted by **Barry Fox**.



**Western Canadian IOM Championship Regatta**

L to R:Graham Herbert, Jenny Taylor, Jan Schmidt, Ray Kretchmar, Peter Brosch, Dave Taylor, Barry Fox, Dave Seager, Ernest Reid,



**Western Canadian IOM Championship Regatta**

L to R: Jan Schmidt, Graham Herbert. Barry Fox.



PENTICTON SHOW!

These are some of the boats that were on show in Penticton this week. The Penticton group which consists of about 14 members had over 50 boats on display at the Seniors Symposium which took place on Wednesday. I thought the Victoria club may be interested in seeing some of our handiwork. You will note that due to insurance regulations, we cannot be called a "club" as we have no officers, therefore we are just a group of guys and girls who show up at the pond to sail our boats, at no particular times. (Usually Sundays) As the pond is owned and maintained by the city, and we are not a club, but just individuals, we are not required to carry a large insurance policy. Ron Wild, ( past president VMSS)



Scratch built Harbour tug



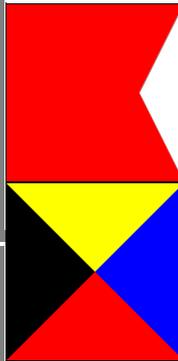
A heavy duty monster tug



Freelance Cruiser



Dumas Patriot Fireboat



HMS Dragonfly a Royal Navy Fleet tender



HMS Dragonfly



Chriscraft runabout



A freelance 'Pusher Tug'