



# The Binnacle

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

## Be part of the Victoria Model Shipbuilders Society

Are you proud to be a member of the **VMSS**? You may want to consider standing for nomination for the Executive. All positions are for a one year term with a maximum of two terms. All positions will be open for election or re-election at the November General Meeting. Nominations should be directed to the Nominations Chair, **Ernest Reid** at 652-8579 or e-mail [ecreid@shaw.ca](mailto:ecreid@shaw.ca)

All VMSS Executive and Director positions will be open for election or re-election at the November General Meeting. These positions are for a term of one year, with a maximum of two years in any one position. A sincere thank you to those members who let their names stand. Nominations from the floor will be accepted at the November meeting. Club members are needed to fill the following positions: president, secretary, treasurer and director(s). Please direct nominations to Nominating Chair **Ernest Reid** at 652-8579 or e-mail at [ecreid@shaw.ca](mailto:ecreid@shaw.ca). You can also direct nominations to the election committee members **Dave Denton** at 479-1800 or **Bill Andrews** at 479-2761. Ernie would be happy to hear from anyone who may have questions with respect to nominations.

### ON THE HORIZON

#### INFORMATION ON UPCOMING EVENTS

Sept 15-16	Western Regional IOM Championship
Sept 31	Boat-a-Thon
Oct 11	Swap and Shop
Nov 8	AGM and elections



**MEETINGS: Second Thursday 7:15-9:15**  
 313 Brunswick Place  
**Next is October 11th!**



**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 Sept 23rd!**



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



### From the Bridge

Lets see now, how many good things do we have to tell you? Firstly, the Saanich Fair, it was a roaring success, the kids had a

great time, we met some kids who I am sure will join the club, some mature kids who want to come out and play, and generally impressed most everyone with our craft. The hydroplanes are going together well, not yet ready for the grand entry, but looking good. I thought that there would have been more interest among the younger set when they ask how fast does it go. I told them 40 miles an hour, I should have told them in kilometers I guess.

Next item, we have another fast up and down tent (40 seconds) The newest one is just about paid for by activities of three of our members, but I will leave that up to them to tell you because I don't want to steal their thunder. But rest assured these guys did well.

Saanich is making us do some gyrations concerning the Western Canada regional championships. They seem to be taking a page from the city in how to handle club activities, I hear from the grapevine that the city will be charging a flat rate next year and we can use the pond at our convenience, without special permit.

*(Continued on page 2)*

## Victoria Model Shipbuilding Society

General Meeting – 13 August 2007

Minutes not available at press time. Editor.

## 2007 Executive Committee

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

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

**Editor.**

### Don Mills' wife passed away

MILLS, Mary Jane (nee Oleshko) Mary died at home peacefully on July 17, 2007 after a lengthy struggle with breast cancer. Mary was born in Creston, BC on April 23, 1950, where she spent a happy childhood. She moved to Victoria to attend University in 1968, then joined the Provincial Forestry Mapping Division where she worked 28 years until forced by her illness to give up her career. She is sorely missed by her loving husband Don, her sister Linda of Edmonton, brother John, and extended family and friends. Mary's love of cats, orchids, gardening, needlework and reading brought joy to her life. Her generosity, sincerity and smile touched everyone who met her. A memorial service will be held at First Memorial Funeral Chapel, 4725 Falaise Drive on Saturday, July 28 at 1:30 pm. A reception will follow. In lieu of flowers, donations may be made to the Canadian Cancer Society.

[Times Colonist]



Saanich Fall Fair paddle boat races!

Photo by Mile Woodley

*FROM the BRIDGE Continued from page 1)*

Maybe Saanich should do the same.

That's all for now folks. Elections are coming up so please stand up to the plate when it seems right.

**Dave Denton**

## 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 Mission Boats*

The name Columbia Coast Mission might ring a bell for anyone who's been around this coast for a while. How about the Shantymen's Mission or the Methodist/United Church Mission? All of these operated small boats on the coast, tending their flocks and becoming a big part of coastal life from the late 1800s until the 1960s. Mission boats can still be found on the coast today, although in a much reduced role.

I worked as a deckhand on a former Columbia Coast Mission boat in the Smith and Rivers Inlet area, back in the late 1960's. At that time the boat was on a charter to Federal Fisheries, monitoring the salmon fleet and doing stream inspections.

A few weeks ago I spotted the old boat here in Victoria Harbour, which started me thinking about my time aboard, and earlier days on the West Coast.

The **WESTERN HOPE** was built in Prince Rupert in for the Anglican Diocese of Caledonia. This stout little 45 footer was built be the Wahl shipyard, and was, if I recall correctly, yellow cedar planks with gumwood sheathing. Originally powered by a Chrysler Crown gas engine, she had been repowered with a GM diesel by the time I met up with her. She was passed over to the Columbia Coast Mission in 1953 and renamed the **JOHN ANTLE**, after the mission's founder. In 1957 she became the **RENDEZVOUS**, and continued her coastal mission work until 1962, when she was sold to private interests.

As an ignorant teenager, I never understood why so many people in the tiny communities we often called at: Butedale, Klemtu, Bella Bella, Margaret Bay, Boswell, Dawson's Landing, Wadhams, Christie Pass, Alert Bay, Sointula, Lund, (and dozens more) seemed to recognize the boat and stop by to say hello. Most of this was probably just coastal friendliness, but at least some had to be due to the earlier history of this and other mission boats. And the mission boats were a real presence on the BC coast for many years, crewed by a variety of men and women – some of them altruistic, some of them searching for something in themselves, and some of them just plain peculiar.

The early Christian missions began around 1850, operated by several of the larger churches and staffed by recent immigrants from England and Europe. Many of these well-intentioned folks had never been to North America before, and subscribed to the prevailing opinion that British Columbia was a vast untamed wilderness overrun with uncivilized savages. It's different today, as most missionaries now come from Toronto and Ottawa.

Missionaries and coastal traders were faced with the problem of getting around on the coast, and all made use of the Hudson's Bay and Royal Navy ships. Some established churches in the larger communities, leaving it up to the locals to find their way to the door, and some decided on a more mobile approach.

John Antle was a Newfoundlander, born in 1865. He began as a teacher in remote Newfoundland communities and became drawn to his calling as a "fisher of men". He eventually came west to Anacortes, Washington as a pastor, in 1876 and it was here that here that he was first exposed to west coast life as it

was for loggers and fishermen.

In those days, there were very few schools or hospitals or any of the other services that we now blithely regard as necessities of life. What services were available were generally offered by churches or other benevolent organizations, not by government.

Antle moved to Vancouver in 1899 and soon began planning a coastal mission boat service. In 1901 he built a 16 foot sailing skiff with a Springfield gas engine, and set off on a five



hundred mile adventure to Alert Bay and back, stopping at camps and shantytowns along the way.

Armed with first-hand proof of need, Antle raised support and by 1905, the first **COLUMBIA** was launched. This little 30 foot launch with its 20 hp Union gas engine quickly began a regular route around the coast. Just as quickly, she was pressed into service as a floating hospital, dealing with the results of logging accidents and illnesses, as well as delivering babies and pulling teeth.

From this modest beginning, John Antle went on to create a network of hospitals, held together with a series of mission boats that continued up until the 1960's. Queen's Hospital at Rock Bay, Columbia Hospital at Vananda, St George's Hospital at Alert Bay and St Mary's Hospital at Garden Bay were all part of the CCM.

On the West Coast of the Island, the Shantymen's Mission operated the **MESSENGER III** from 1946 to 1968. This little ship was a prominent fixture at the Oak Bay Marina until recently – hopefully, she's still around the area. The **NORTHERN CROSS** operated out of Prince Rupert for the Anglican Church between 1929 and the early '50s.

In 1874 Methodist Reverend Thomas Crosby and his new wife Emma landed in Fort Simpson to begin a new mission for the local heathens. Crosby soon realized that a boat was needed, and acquired the steam/sloop **GLAD TIDINGS**. No doubt the uncharted rocks and weather of the north coast provided the good Reverend – a non-sailor - with many lessons in return for his ministrations. The mission (later run by the United Church) went on to operate a Chart)

*Continued on page 5*



## Sub Subject

I KNOW THAT THIS MONTH'S COLUMNS IS AN INTERACTION. On purpose though, I did not reread earlier Binnacles—in hopes of coming up with fresh phraseology to deal with L-E-A-K-S. Not with those that can consternate urologists or roofers, but with those that modelers will have to take in stride as long as they stick with the sub-building hobby.

Water, as most among you will have experienced, has an incredible determination of going to where a submarine hobbyist doesn't want it to go. It can do that anytime, anywhere and, at depth, is assisted greatly by gravity which sees to it that water's pressure rises at  $\pm 0.42$  p.s.i./foot of depth—uniformly over the whole surface of anything that is submerged in it. Not much? No. But multiplied by the number of square inches that even small models sport, it becomes phenomenal—more that you'd care to carry for, say, 10 feet in a rucksack.

The best way to minimize leaks is to use foresight in the construction phase, and **prevent** as many as possible for starters to begin with, rather than frustrating tries at **elimination** later.

Reduce to its essentials, the prevention of leakage concerns only the so-called "pressure hull" in a so-called "wet" boat, i.e. a model that allows water to flood its free-flood areas to act as ballast. It's "merely" the compartment that houses the electrics and electronics that must be shielded from H<sub>2</sub>O's nefarious effects.

To date, two basic pressure hull designs hold sway: (1) the WTC (watertight cylinder) and, (2) the integrated kind—to which, for many reasons, I subscribe.

A WTC is formed by a length of clear tubing (preferably Lexan) with two endcaps—a.k.a. "bulkheads" Turned on a lathe, with semi-circular grooves cut into their lips to accommodate one or two "O" rings at both ends, it is simple to seal—as long as precision is pursued in the fit of the bulkheads. Now the trickier part: sealing the INEVITABLE penetrations.

Even in a simple sub, there will have to be these: stuffing box, two or more servo linkages, and the main power wiring (batteries inside pressure hulls are best avoided). The drive shaft and servo linkages should be run through brass fittings that have a "lip" seal on the inside. Lip seals (usually Neoprene) assure that outside water pressure will make the fit around the shafts tighter and tighter with depth.

For the positive and negative wire from battery to RX and motor, it is best to use an intermediary brass screw. Drill a hole in the bulkhead, coat its threads with epoxy, put it through the Lexan, cut off the screw's head, and solder the interrupted wire ends to the inside and outside end of the truncated screw, then coat (the "wet" side for sure) with a liquid rubber, such as Plasti Dip. All that done a WTC is unlikely to suffer leakage, and if there is any, the clear Lexan will make it readily visible; then, get the water out before it can harm the electricals and electronics. Note: Do not panic if after a run some fog has formed on the

tube's inside. Temperature differences between water and inside air cause condensation, and the air trapped inside the tube will never be 100 per cent moisture free—not even if heated before sealing. (Even labs, I understand, have problems with that).

The WTC is a great route toward avoiding leaks. For sundry reasons, such as freedom in internal layout and more flexibility in servo positioning however, I remain an adherent to the INTEGRATED pressure hull.

An integrated pressure hull is made up of these four (Lexan) parts: two semi-circular bulkheads, a lid, and a crutch (frame) to support the lid, which is held down tightly by perimeter stainless steel bolts and nuts, spaced 1.5" to 1.75" o.c.

The lower half of the sub's hull forms the bottom and sides of the pressure hull. The curved part of the two bulkheads and both the port and starboard sides of the crutch should be chamfered to key into grooves cut into the matching points in the lower half of the GRP hull. Then, glue them in with generous helpings of THICKENED Cold Cure epoxy. Let dry 'till toothpaste consistency, wet a finger and mould the epoxy to form quarter-circular "dikes" between the hull and both sides of the bulkheads. Do the same for the crutch a day or so later with the hull turned downside up. There aren't gonna be any leaks there.

Perhaps I got a little ahead in the construction sequence. Before gluing in bulkheads and crutch, they should be pre-assembled with CA glue. And, also, the holes for the bolts should have been drilled through crutch and lid simultaneously to assure perfect alignment. Drill with crutch and lid taped together. Again, put some epoxy on the bolts' threads. At that point, also use an X-Acto knife to cut a Neoprene gasket to match outside and inside contours of the two parts. Later, apply Vaseline to the gasket and the lid's circumference.

Beyond those main procedures, everything mentioned for WTC construction applies to the sealing of penetrations in an integrated configuration. But ... if belt and suspenders are your style, put a Schrader valve in the pressure hull's lid and give it four or five strokes with a bicycle pump. No more, 'cause the lip seals are designed to keep pressure OUT, and not IN.

I prefer the integrated pressure hull for several reasons. The wider space allows for more flexible arrangement of all necessary components on a platform, and the flexibility of placing servos in a vertical position, with their extended shafts sticking up through the lid. That reduces the output shafts to a rotary motion instead of linear action with a WTC. Every slide of a linkage rod "pumps" in a wee bit of water, while rotation is static.

Bear this in mind: TOTAL elimination of seepage is well nigh impossible, but the foregoing suggestions will lead a long way closer to that elusive goal.

The October "Sub Subject" will address the avoidance of air- and watertraps in model submarines. Both, if present, can have a discombobulating effect on a model's surfaced or submerged trim and subsequent behaviour.

**Romanus Unicum.**



*(The Mission Boats Continued from page 3)*  
series of boats, all named **THOMAS CROSBY**.

The final version of the series, **THOMAS CROSBY V**, a fine looking ship of 80 feet, was built in 1957 in New Westminster. She operated until 1990, when the drive for economy outweighed the need to serve God's children.

The history of missions in BC has been stained recently by the residential school issue, and I'm sure that many people today are puzzled by past deeds of church and government. Generally, the floating missions seem to have avoided much involvement in that troublesome issue, probably because they were drawn into the coastal life themselves. Religion often took a back seat to the more immediate needs of isolated camps and communities. The "common sense" approach so prevalent on the coastal frontiers saw the mission boats provide much, much more than bible thumping – they carried people and pets, groceries and

medicine to places where boats and airplanes were the only way. Babies delivered, marriages performed, emergency surgery, tooth extractions, towing services, rescues, you name it – the mission boats were there.

Many of these unique craft are still around our coast. Some would make great subjects for a scale model – maybe without the Sunday sermons.....

#### Bibliography

God's Little Ships, Michael L. Hadley, Harbour Publishing, 1995

Good Intentions Gone Awry, Jan Hare & Jean Baumann, UBC Press, 2006

Mission to Nootka, Fr A.J. Brabant, Gray's Publishing, 1977 BC Archives



Saanich Fall Fair...grab those prizes! (Photos by Mike Woodley.)

## Speed Kills 2

Our second speed trials at HMYP (August 12) produced good results:

Mike Creasy's <i>HMS Hood</i>	17 seconds, 1:192 scale = 48.3 knots
Jack Plummer's <i>St. Anthony</i>	34 seconds, 1:48 scale = 12.1 kts
<i>St. Anthony</i> (2nd run)	31 seconds = 13.2 kts
Dave Denton's <i>L'il Toot</i>	29.5 seconds, 1:12 scale = 7.0 kts
<i>L'il Toot</i> (with tow)	37.5 seconds = 5.5 knots
Bob Rainsford's <i>Master</i>	32.5 seconds, 1:24 scale = 9.1 kts
Ron Hillsden's <i>Emily Maude</i>	28 seconds, 1:24 scale = 10.4 kts
Bill Andrews' <i>Dauntless</i>	33.5 seconds, 1:36 scale = 10.6 kts
Ken Ensor's <i>Landing Craft 33</i>	21.5 seconds, 1:12 scale = 9.5 kts
Bob Rainsford's <i>Rascal</i>	32 seconds, 1:24 scale = 9.1 kts
Mike Creasy's <i>KMS Bismarck</i>	18 seconds, 1:192 scale = 45.6 kts
Bob Rainsford's <i>Ruffian</i>	36 seconds, 1:24 scale = 8.1 kts

Next time trials at the September Boat-a-Thon. See you there!  
**Mike Creasy**

**For Sale by auction**, almost complete schooner, donated by Bud Read.

There is a bid of \$150.00 at the present moment.



Contact **Bob Rainsford**, 383-2256



## As the Wind Blows in September

Sailing has kind of picked up a bit again as we move into fall and the vacation season passes. We had our first sail of September today and had 9 boats on the water all afternoon. Lots of good races and a good time.

Next weekend VMSS will host the **First Annual Western Regional IOM Championship Regatta** at Beaver Lake. We have a good crew of volunteers lined up to run the event and should have some good races with somewhere around 10 boats lined up on the start line for every race. This will take place over two days on the 15th and 16th so if you would like to see some close racing come on out to Beaver and join us for awhile and take in the competition.

From here on this year we will be following our normal sailing schedule with Ken Lockley threatening us with part 2 of the Powell Cup later in October or so. Should be fun and I can virtually guarantee a new winner this year. Bob Rainsford is so far away in front right now it will take some good sailing and big luck to overcome



Dave Taylor's new boat.

that lead. But many of us will be trying.

I had asked for some feedback on who might be interested in another Monster Garage sailing session but haven't heard from anyone yet so I'll float the offer out again. The session we had in the spring went quite well so if you think you would like to get together and have a part 2 of this let me know and I'll be glad to put it together.

The club elections are coming up in the next couple of months. It would be nice if we could actually have elections for a change so you should really think about where you would fit in the club and get your name on the list. Everyone has something to contribute.

That's about it for now. Next month there will be a regatta report on the Regional event and full results and probably a few good photos.

Oh yeah, get your photo contest pictures in to Bill today so I can't win the whole contest!!!

**Barry Fox.**

## 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/>

**For Sale: 6" jointer - \$200.00**  
**Bob Rainsford 383-2256**

### Flag Sale

**All Flags 2 " or smaller are now \$2.00**  
**All Flags 3" or larger are now \$4.00**  
**Please add \$1.50 for mailing**  
**Ron.Hillsden@shaw.ca**  
**479-5760**

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