



The Binnacle

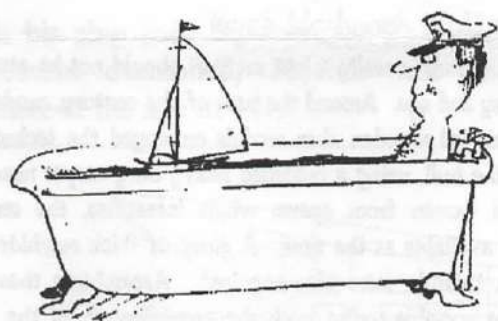
VICTORIA MODEL SHIPBUILDING SOCIETY
Box 45083 Mayfair Postal Outlet Victoria B C V8Z 7G9

August 1998

Editor is aweigh!

Julie is away with cadets again this summer. She was able to get the July Binnacle out, but this one is going to be a little different and shorter as I learn to type! She isn't far away, at Albert Head working with Air Cadets. Not all is lost though, as she does get aweigh to drive a safety boat occasionally.

Ron



One of our members figures this is proof Ken tests his boats before shipping them!

The Enemy

A story by Frank Glass, from the Flower Class Association's journal "Corvette Cracker"

Algerian Coast, 1943 (June). Convoy enroute Malta. Time-Twilight (when German bombers from Sardinia chose to attack at low level action stations). 4 inch gun closed up.

Dark shapes appear, all gunners happy to oblige, much noise, little or no hits, however, one dark shape remains, 4

inch gun blasting away with gusto. Frantic shouts from the bridge "cease fire it's the Anemone".

O/C 4 "I know it's the 'flippin' enemy".. continues to fire at will (getting closer each round).

Messenger despatched to "Joe" O/C 4. "Cease fire it's the "Anemone". Joe finally gets the message- 4 inch silent. Message from "Anemone" (later). "We are not amused".

Dates to remember:

Sept. 6, 7 & 8 - Saanichton Fair
Sept. 10, regular meeting, Royal Oak Lions Hall. Ron Wild will demonstrate converting plans to plank on frame
Sept. 13, regatta at Harrison Pond
Oct 8th, regular meeting - sailing
Nov. 12, elections, followed by 'Tin Talk' by Ron Armstrong
Dec. 10th, Christmas Social

Regular Events:

Every Sunday Harrison Pond 10:30-1:30
Wednesdays Harrison Pond 5:30-7:30
Sailing suspended til fall due to swimmers and weeds!

Executive Committee:

Pres	Ron Hillsden	479-5760
VP	Ron Armstrong	391-0101
Sec	Paul Morrow	744-5406
Treas	Ray Bethel	474-7576
Directors	Ron Wild	478-5430
	Derek Woollard	658-1150
	Scott Ringrose	744-3048

Manitowoc

I went to the Wisconsin Marine Museum this past weekend to see the Model boat contest. I expected a national show with at least 100 models as well as booths of distributors, manufacturers, and suppliers. What a waste of time! There were no more than 20 boats, if that, and just a few modelers.

The museum might as well just cancel the event. They, no doubt, didn't market the contest properly. The only people there were there to tour the WWII Submarine.

-Alex (via Internet)

This month we are introducing a new contest designed to create a little fun and embarrass a member each month. It's a 'create a caption for the photo contest'. Look into Ron's eyes, create your caption, and send it to the judge - your editor. Have fun, I suspect neither Ron nor Julie are going to be impressed!

**Financial Report, or where the money goes.....**

Nov 30/97 to July 20/98

Income

Annual Dues	\$1,760
Donations	334
Clothing	166
Advertising	120
Lotteries	89
Regatta	25
	<u>\$2,494</u>

Expenses

Liability Insurance	\$600
Binnacle	382
Rent	300
Regatta Supplies	102
P.O. Box Rental	75
Other Misc	<u>34</u>
	<u>\$1,573</u>

Income in excess of expense

\$921

Please note this is for a partial year.

Sewing Hulls (good old days)

Sewing the hull is really a lost art that should not be attempted in this day and age. Around the turn of the century, modelers of square rigged wooden ship models employed the technique of sewing the hull, using a modified heavy duty carpet needle and a thread woven from sperm whale intestines, the strongest material available at the time. A glove of thick cowhide, and a pot iron thimble were also required. Assembling these tools would be possible today, with the exception of the thread. Even if you were to substitute kevlar twine, the operation would fail because the art has been lost a crying shame because sewn hull models are indeed the most beautiful examples in existence.

J Gordon

The Ship Model Historian

Thank you for your support

This month's *Binnacle* is a little thinner because your acting editor has a low threshold of patience for dealing with computers, not because we didn't get stuff. Thank you, we will use it in coming months. Incidentally, if you haven't figured it out, the sewing article is whimsy!

CANADA'S OWN ANCIENT MARINER:

by Ken Lockley

It's 100 years ago this month that the NOVA SCOTIAN, "JOSHUA SLOCUM" completed the first solo circumnavigation of the globe. Slocum ran away to sea at the age of 16, became a mate at 18 and a captain at 25. Two years later he wooed and married an Australian gal, all in three weeks. She became a shipmate and mother to seven children while Joshua skippered various sailing vessels around the Pacific; Phillippines to Alaska, Kamchatta Russia to the Oregon Coast. His wife Virginia had failing health and in 1884 died at 34 years, on a voyage to South America. Two years later, with another wife, his luck run out, and his ship was wrecked south of Rio. Not to be daunted, Slocum and his family built a dory with a sampan rig and sailed 3500 miles to Washington, DC

With his ship lost, his marriage decaying and his profession outmoded, Slocum was broke and obsolete at the age of 44.

Looking for a new start in 1892, he met an old friend who gave him "Spray", a 37 foot oyster smack which at the time was propped up in a Massachusetts field. On April 24, 1895, after rebuilding "Spray" he set out on his epic voyage. Slocum at the age of 51, completed the first known record of solo circumnavigation of the globe. This is good documentation for Canadians to lay claim to. If anyone finds the above interesting and would like more on Slocum, the following is related reading.

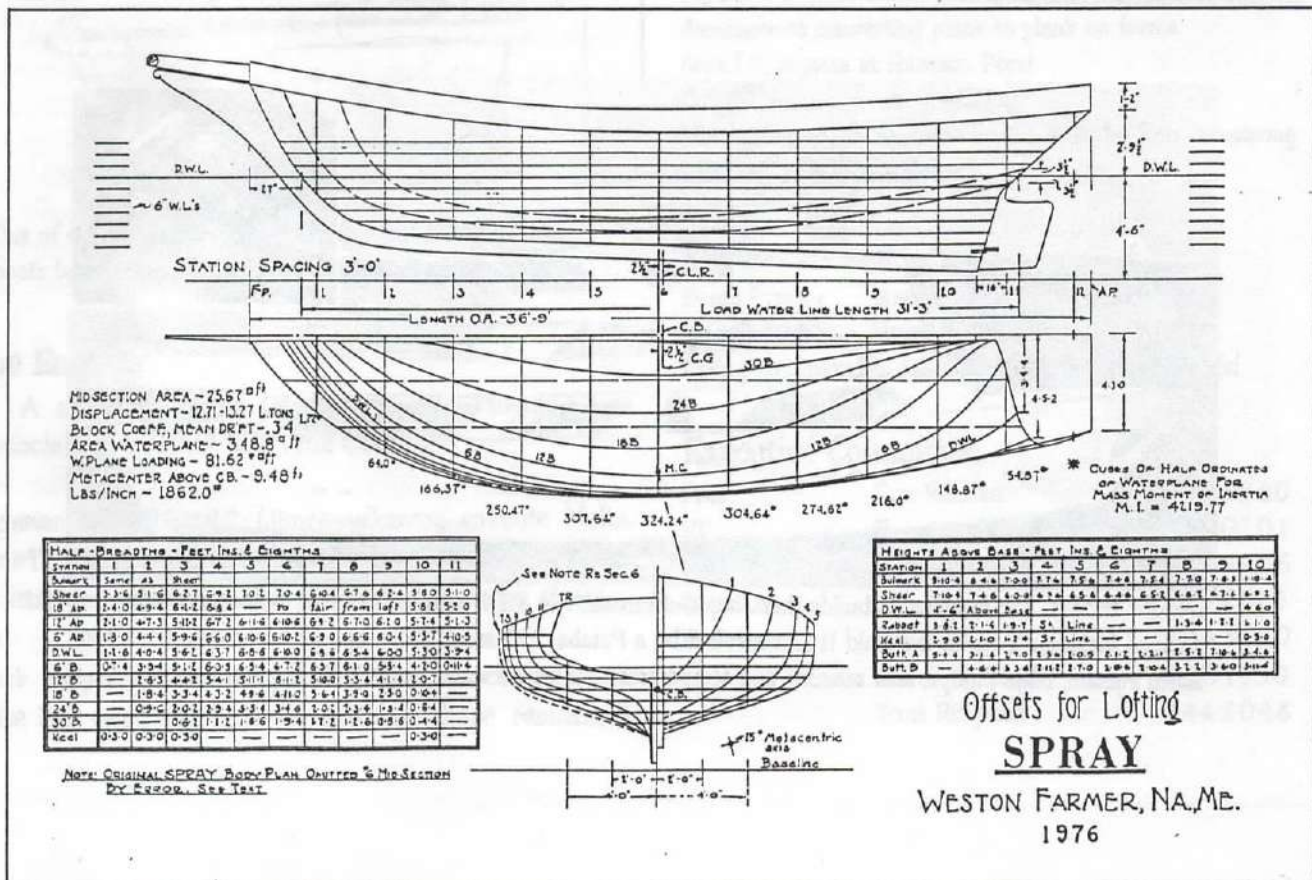
The Search for Captain Slocum: A Biography, by Walter M. Teller

The Voyages of Joshua Slocum, edited by Teller, a collection of Slocum's work

Sailing Alone and Voyage of the Liberdade, intoduced by Teller

Captain Joshua Slocum: The Life and Voyages of America's Best Known Sailor, by son Victor Slocum

Sailing Alone Around The World, by Joshua Slocum



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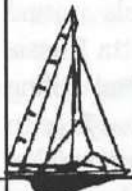
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