

October 2020

Volume 42 Issue 10



The Binnacle

Victoria Model Shipbuilding Society
Victoria, B.C.



Ken Lockley: The sights of Cluxewe.



The King George V battleship class.
And the chance of a Lifetime.
Edward White.

Ron Hillsden
Rules for Harrison Pond.

Plus:
The Club's Finances
Two Cautionary Tales
A moment for Janusz

<http://www.vmss.ca>



**From
The Bridge**

I am sorry to say that we will not have a meeting in October. We probably won't be holding any meetings until next year, either. But plan now for the Christmas light up at Harrison Model Yacht Pond Dec 12 or 19.

Last month I said the city and Provincial Health have left us alone to use Harrison Model Yacht Pond as long as we follow the rules of our City Parks approval. The Provincial Health Officer now requires groups like ours to provide the names and phone numbers of people attending our events or gatherings. I want to thank Rick Gonder for getting this started. One of the conditions of our permit approval is that we communicate our safety plan through the Binnacle, and it is printed in this edition.

Autumn is the start of the model ship building season with darker and cooler evenings. If you already have a ship or kit in mind – Great! If you are looking for an idea for building a model of a BC ship, go over to our webpage: vmss.ca and look in the Binnacle Archives at the April 2020 Binnacle for sources of plans. I got to tell you I love being able to read the old Binnacles – if you haven't checked out our website, have a look. Edward has done a marvelous job of it.

As I said last month, please continue to use HMYP, maintain and remind your neighbours at the pond to practice physical distancing and use masks & sanitizers, etc. We do have lots of space there and we can spread out. As long as we continue to use it responsibly, it will continue to be available to us.

Be Safe, Be Kind and fair seas,
Ron

2020 Executive Committee

<i>President: Ron Hillsden</i>	<i>479-5760</i>
<i>Vice-Pres: Dave Nelson</i>	<i>812-1942</i>
<i>Secretary: Elgin Smith</i>	<i>384-0574</i>
<i>Treasurer: Mike Creasy</i>	<i>888-4860</i>
<i>Director @ Large: Ken Lockley</i>	<i>477-5830</i>
<i>Binnacle Editor: Edward White</i>	<i>385-6068</i>
<i>Quartermaster: Vacant</i>	
<i>City Liaison: Mike Claxton</i>	<i>479-6367</i>
<i>Membership: Bev Andrews</i>	<i>479-2761</i>
<i>All above area code (250)</i>	



ON THE RADAR

Upcoming Events

See the Covid rules on the next page, so we can go on using Harrison Pond informally and even maybe plan a Christmas light up event.

Your precautions protect all of us! Stay careful and stay well!



**Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Road
Upcoming meeting: None**



**Sundays 9-11
Harrison Model Yacht Pond (HMYP)
Dallas Road at Government Street**



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



UPDATE: REQUIREMENTS TO USE HARRISON MODEL YACHT POND

We are now required to provide the names and phone numbers of users in case contact tracing is necessary if someone using the pond gets Covid. Our transitional Safety Plan is now our safety plan, with the contract tracing added. This is the plan filed with the city supporting our application for a permit to use HMYP.

Victoria Model Shipbuilding Society

Covid Safety Plan for Harrison Model Yacht Pond. October 2020

This plan addresses social distancing, personal hygiene and facility sanitizing measures in compliance with Provincial Health and City Parks directives.

1. This plan will be communicated to all members in the club newsletter and will be posted at Harrison Model Yacht Pond if the club has an activity.
2. Please administer your own wellness check and stay home if feeling unwell.
3. You must maintain a social distance of 2 meters. Please bring your non-medical masks as they must be worn if social distancing cannot be maintained.
4. We will keep hand sanitizer in the locker for members who forget to bring their own.
5. We will provide sanitizing wipes or spray to wipe down tables and benches.
6. Please do not share your radios. If you do, it and your hands must be sanitized.

Contact Tracing:

In accordance with Order of the Provincial Health Officer regarding Gatherings and Events

We will:

- collect the first and last names and telephone number, or email address, of every person who attends an event, and
- retain this information for thirty days, in case there is a need for contact tracing on the part of the medical health officer, in which case the information will be provided to the medical health officer, and
- provide the City of Victoria with this contact information.

Members please note that compliance is required. Our plan reflects Provincial Health law.
Thank you for your support



9:48 AM
30/09/20
Cash Basis

Victoria Model Shipbuilding Society
Income & Expense Report
October 2019 through September 2020

	<u>Oct '19 - Sep 20</u>
Income	
Gadget sales	794.85
Membership Dues	1,610.00
Christmas Awards Tickets	960.00
50/50 draws	197.00
Interest	124.76
Donations	
Swap & Shop	105.00
Sales of donated items	278.00
Donations - Other	40.00
Total Donations	<u>423.00</u>
Miscellaneous Income	48.03
Total Income	<u>4,157.64</u>
Expense	
Gadgets cost	818.25
Advertising & Publicity	
Website hosting	168.82
Total Advertising & Publicity	<u>168.82</u>
Prizes & Awards	62.72
Insurance	1,075.00
Hall Rental	480.00
Municipal Fees & Permits	130.95
Office expenses	136.52
Hot dog event supplies	19.90
Regattas & Shows	
Saanich Fair expenses	35.70
Total Regattas & Shows	<u>35.70</u>
Christmas Awards Banquet	
Entertainment	100.00
Food & Catering	1,316.60
Total Christmas Awards Banq...	<u>1,416.60</u>
Miscellaneous	232.52
Total Expense	<u>4,576.98</u>
Net Income	<u><u>-419.34</u></u>

NEXT BUILD #37

by Ken Lockley

October 2020



Lois and I have spent three weeks each Sept. at Cluxewe Resort. It's really one of our favourite RV parks on the Island. This year was without a doubt the best weather we have experienced in the 17 years of being there at the same time each year.

Once a week for groceries and beer to Port MacNeil is usual. This time we took the time to walk the docks at their civic marina.

The two tugs you see below are "Renegade" and "Nunbus Warrior" built by Sylte Shipyard in Maple Ridge. They are operated by Standard Towing Inc., a Captain Jack Davis Company.

The picture to the lower right is of an ex RCN vessel commonly called "YAG"'s. They were sold off about 10 years. This one was used as a ferry from the RCN Colwood facilities to Dockyard. This was the 'Blueboat' # 317. Now a marine excursion vessel.





1



2

The picture above shows the wide beam of modern ship handling tugs. Number 2 image shows the two above tugs handling a bulk carrier. This vessel is a self unloading bulk carrier owned by Algoma Central Corp. (a Canadian Company) She has picked up a BC marine Pilot at Pine Island just north of Port Hardy. And the pilot stays with vessel until fully docked at Orca Sand and Gravel facility seen her. We watch this from our RV spot

Orca Sand and Gravel have about six – seven vessels a month loading, very similar to what you see here. Most of the gravel and sand heads to San Francisco and Long Beach, Ca. It's of very high quality & highly favored by the USA construction industry.



3



Here's another inspirational picture of the "Glendevon". This shows the mast and navigation details on the roof. I am currently working on the upper railings.

Note the life rings Port side. Also the ladder to the second deck is off to the side, which I am working also currently working on.

Thanks Ron for finding this one.

Spending a hour with Ron Burchett

On our way home I had arranged to visit with Ron and get the feel of what he offers to Marine modelers and our club members.

I quickly realized any type of inventory list etc. would take a way to much time and the constant price changes would be impossible. The positive side to this is Ron knows exactly what he has and where it's application would fit into a modelers build. His inventory is huge.

His life long interest has and is with commercial vessels, in particular Fish Boats and Tugs. I believe talking to him, he's really a historian on the subject as well as a excellent builder. For our club members he welcomes small, 1-3 people per group, who are interested purchasing needs for their building projects. A phone call ahead is necessary to set up a time.



Like any of us, his time is valuable to him if you are only going to waste his time probably a commercial shop is the best for you. To the left are some of the items I purchased.

Ron can be reached at: 250 416 0608

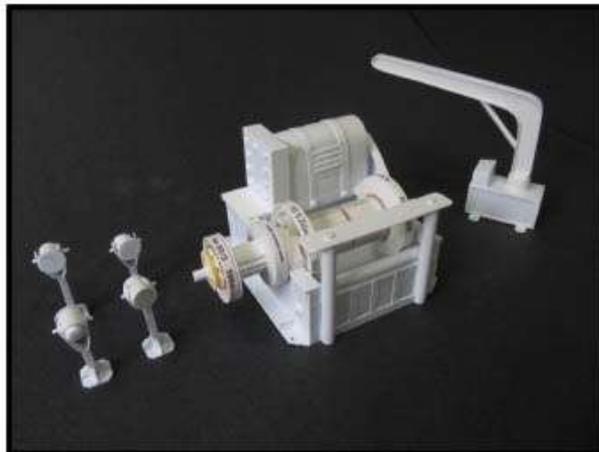
In the Workshop: Being away for three weeks makes very little time for model boat construction but I have been able to make some progress on the railings around the second deck. You can see from the pictures that I temporarily installed the brass rod stanchions in a pattern around the deck.

Each stanchion has a small copper base temporarily raised up about 1/8" to allow for painting. Once all the soldering is completed and painted, the finished railing will be slowly tapped down on to the deck. Any rough spots of solder are filed or sanded before painting. Painting brass, I have had the best results with "Hummel Paints", until recently available at BC shaver. For any up Island readers, Campbell River Hobbies has a good selection. I bought several tins on our way down Island last week.

Next step is to build the staircase and tie in the rails into hand holds for the staircase. This worked well two tugs back and I'll be able to show the stairs finished next month.



Below are a few styrene items made in the RV during the fishing holiday. Searchlights, two different heights, and crane for the deck mounting and towing winch for the next build sometime in the future.





In Memoriam



**Janusz Kosciak left us on August 21st.
I knew him as a gentle, modest, man who I wanted to know better.
I am sad that was not to be.
We will remember him and miss him.**



The King George V Class Battleships.



(Full Disclosure: This is an advertisement, sort of....)

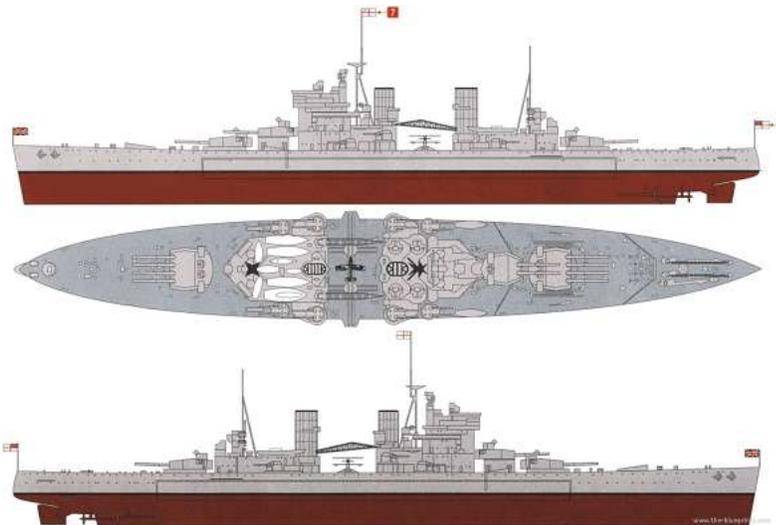
Between the two world wars, a number of treaties were concluded with the idea of limiting the arms races between the world's major naval powers. Britain had completed HMS Hood in 1920 as the largest warship in the world. The Washington Naval Treaty of 1922 and the subsequent London Naval Treaty of 1930 had kept the lid on because the great naval powers were caught politically between their huge naval ambitions and the resulting enormous expense estimates.

But by 1936, when the 1930 treaty was due to expire, Germany had repudiated the Treaty of Versailles, imposed in 1918, and Italy and Japan had both renounced the London Naval Treaty. The arms industries of the world sent their engineers scurrying to the drawing boards and their salesmen to the lobbies.

Britain had built two battleships in the 1920's that were within the limitations of the Naval Treaties, the Nelson and the Rodney. They were 33,800 tons displacement with 9 sixteen inch guns in three triple turrets, and a maximum speed of 23 knots. Compare that to the mighty Hood at 47,000 tons, 8 sixteen inch guns in 4 twin turrets, and 32, yes 32, knots.

The Navy wanted more and better battleships. The result was the King George V class of five great ships, the King George V, the Prince of Wales, The Duke of York, the Anson, and the Howe. The design was dominated by protection, especially of the magazines, after the experiences of the first world war.

In summary, the ships displaced close to 43,000 tons, were 745 feet long, 103 feet beam, and 34 feet draught. They had a total of 110,000 shaft horsepower and could get up to 28.3 knots. Their range was 15,000 nautical miles at 10 knots and they carried a complement of 1422.



There were 10 14 inch guns in three turrets, two fours and a twin, sixteen 5.25 inch guns, 64 2 pounder AA guns, 10 40 mm Bofors, and 36 20 mm Oerlikons. They also carried 4 Supermarine Walrus seaplanes, for reconnaissance and anti-submarine work.

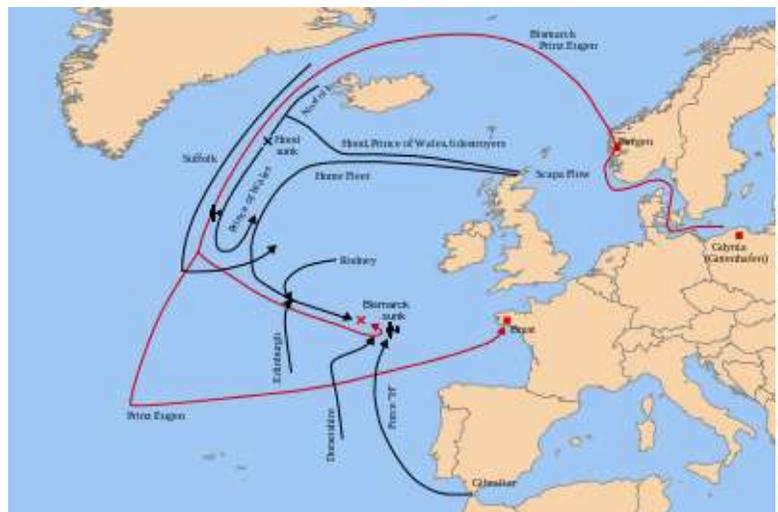
The main belt of armour was 23.5 feet high and 14.7 inches thick, extending 15 feet below the waterline. This belt, with armoured bulkheads fore and aft, and the armoured deck (9 inches) formed a "citadel" around the machinery spaces and magazines. The only ships ever built with greater protection were the two Japanese Yamato class.



King George V was laid down on New Year's day 1937 and commissioned on 1st October 1940. She joined the Home Fleet in December 1941, and wasted little time in getting to work. In January she took Lord Halifax, the ambassador to the United States, and spent 8 days on the return journey escorting convoy HX 115 because by this time Scharnhorst and Gneisenau were loose in the North Atlantic. On 15th. of March, the two

German ships located another unescorted convoy and over several days sank 27,700 tons of shipping. One of the survivors radioed the location and King George V joined with Rodney to engage and destroy the Germans. The two German ships used their superior speed to escape in a squall, but the encounter convinced Lutyens, the German commander, to abandon the mission and head into Brest for repairs to his superheater tubes. King George V returned to the Home fleet at Scapa Flow.

Then on the 20th. of May, Bismarck and Prinz Eugen, with Lutyens again in charge, began their attempt to break out into the Atlantic for the purpose of commerce raiding. Hood and the newly commissioned Prince of Wales were dispatched to the Denmark Strait on the 21st, and then on the 22nd, King George V sailed with eleven cruisers and destroyers and the aircraft carrier Victorious to patrol southwest of Iceland. On the 24th, Hood and Prince of Wales intercepted Bismarck and Prinz Eugen, with tragic consequences for Hood and causing Prince of Wales to withdraw. The two Germans ran out into the Atlantic, but Bismarck had been sufficiently damaged that Lutyens decided to part from Prinz Eugen and make for Brest for repairs.



King George V and Rodney finally caught up with a crippled Bismarck on the 27th. They fired a total of 719 main armament shells at Bismarck, but Bismarck stayed afloat until, finally, she was scuttled by her own crew.



The Bismarck's fighting life, 8 days from beginning to end, had huge implications for the strategy of naval warfare, but in this story of the King George V class, it had pointed out a very significant weakness. This was the design of the gun turrets. Prince of Wales, newly commissioned, had actually sailed into the action with civilians on board. These were Vickers-Armstrong technicians who had been working on turret faults, jamming and failures due to the elaborate anti-flash interlocks, and were asked personally by Captain John Leach to remain and help.

It was gun firing failures and a disabled "Y" turret that cause Prince of Wales to break off the action in the Denmark Strait after the loss of Hood, not battle damage. The technicians and the crew managed to get the turret operational over the next 12 hours, and Prince of Wales re-engaged on the evening of the 24th. But, at 1am, "A" turret jammed, leaving her with only six operational guns. She lost contact with Bismarck and, after 12 hours searching, turned back to refuel and make repairs.

King George V suffered similar temporary gun failures during her bombardment of Bismarck, her firing rate was only around 70% of what it should have been. Both ships underwent extensive work for the following months.

In August 1941, the Duke of York, the third ship in the class, was commissioned.

In October KGV was operational again, and attacked German shipping in Glom Fjord, Norway. After that, her job was to cover the arctic convoys, countering the threat of Tirpitz from January 1942. On May 1st. 1942, escorting PQ 15, she collided with the destroyer HMS Punjabi. There was severe damage to her bow and repairs took till the beginning of July. The job was still the arctic convoys and the Tirpitz. Howe and Anson, the final two ships in the class, commissioned in April and June that year

But in May, 1943, KGV was moved to Gibraltar to assist in the Allied invasion of Sicily and then on to support the September landings in Italy. She bombarded German positions at the Salerno landings, escorted the naval force that occupied the Italian Naval base at Taranto, escorted the surrendering Italian fleet first to Malta and then on to Alexandria before returning to the UK.

She was refitted in Liverpool from March to June 1944, and then in October she sailed with Admiral Bruce Fraser for Ceylon, to join up with other British ships and form the British Pacific Fleet. She diverted from the journey briefly to bombard German positions on the island of Milos, in the Aegean, and then went on to arrive in Trincomalee on the 15th. of December. There she found the carriers Illustrious, Indomitable, Indefatigable, and Victorious, with four cruisers and ten destroyers, and went on to Sydney, Australia. En route, they attacked oil refineries on Sumatra in Operation Meridian. HMS Howe joined the fleet in Sydney.

From March to July, this fleet undertook a series of actions, moving north as the Allied effort close in on Japan. King George V's last offensive action was on the night of 29th. to 30th. of July 1945, bombarding Hamamatsu. The Japanese surrender was announced on the 15th. of August, and the major units of the British Pacific Fleet were in Tokyo Bay for the formal signing on September 2nd.

Her final voyage was from January to March 1946, carrying the Duke and Duchess of Gloucester to Australia, the Duke had been appointed Governor General in 1945.

She became a training vessel in 1946, and was mothballed in 1950. Then, in 1957 came the decision to scrap all four remaining ships in the class. King George V was dismantled at Dalmuir.

For the second battleship of the class, the Prince of Wales, I have already covered her first action, the battle with Bismarck and Prinz Eugen.



After repairs at Rosyth, her next voyage involved no fighting, but was strategically her most important. That was to carry Churchill to Placentia Bay, Newfoundland, to meet secretly with President Roosevelt from 10th to 12th August 1941. There the whole basis for US assistance to Great Britain, and later the Alliance, was formed. Prince of Wales was back in Scapa Flow, without incident, on the 18th. of August, but history was changed. And Churchill met the ship's cat, Blackie.

In September PoW was sent to Gibraltar to join Force H, the escort for a vital supply convoy to Malta, Operation Halberd. Force H succeeded in its objective of deterring the attack on the convoy by the Italian Fleet, and thereby securing Malta as a base for keeping open the Suez Canal route to the East.

She was back at Scapa Flow by 6th October, but on the 25th. left again, this time for Singapore with a destroyer escort. She was due to join there with the battlecruiser Repulse and the aircraft carrier Indomitable. Indomitable was delayed by a grounding on a reef near Jamaica. Repulse and Prince of Wales joined up on 28th of November, and they docked in Singapore on the 2nd. of December.

Admiral Sir Tom Phillips raised his flag in Prince of Wales at the head of Force Z.

On the 8th of December, Force Z sailed, believing that they would have RAF air cover, to intercept Japanese troop transports at Khota Bharu, but they were spotted by a Japanese submarine on the afternoon of the 9th, and in the evening by Japanese aerial reconnaissance. No RAF support was available.

The following morning, off Kuantan, at about 11 am, Japanese planes attacked in force, still unopposed by any RAF. This photo was taken from one of the high level Japanese bombers. Repulse is at the bottom, bomb



bursts around her stern, Prince of Wales at the top. Both torpedoes and bombs were used, and Repulse sank at 12:33. Three torpedoes and an 1,100 lb bomb hit Prince of Wales, and she started to flood. At 13:15 "abandon ship" was ordered, and she capsized and sank at 13:20. After the war the wreck of Prince of Wales was examined and it was found that a torpedo strike at the port outer propeller shaft had blown away its support bracket, and the flailing shaft had damaged the shaft glands and bulkheads all the way forward to the aft bulkhead of "B" engine room, thus allowing flooding into her armoured "citadel".

Prince of Wales was the only ship in the class not to survive the war.

This was the first sinking of capital ships solely by aircraft on the open sea, Their loss left Japanese landings on the Malayan east coast largely unopposed, and certainly contributed to the eventual loss of Singapore.



The Duke of York was constructed at John Brown and Company, at Clydebank, and commissioned on 4th. November 1941. Her first major duty was to transport Churchill to the U.S. to meet Roosevelt for the second time at the Arcadia conference in Washington, from 22nd December 1941 to 14th January 1942.

Then from March 1942 to the end of September, she covered the Arctic convoys from Scapa Flow, including being the flagship of the

Heavy Covering Force for Convoy PQ 17.

In October she was dispatched to Gibraltar to be the flagship of Force H, protecting the aircraft carriers that were covering Operation Torch, the Allied invasion of North Africa. She returned to Scapa Flow as the Home Fleet flagship, and in July 1943 led two diversionary operations in the North Sea designed to keep German attention away from the upcoming invasion of Sicily. In October, she was with her sister ship Anson, covering a raiding force of the U.S. carrier Ranger with Allied cruisers and destroyers, attacking German shipping off Norway.

On Boxing Day, 1943 Duke of York, with the cruiser Jamaica and four destroyers was off the North Cape of Norway, closing a trap for the German battleship Scharnhorst. Scharnhorst was attempting to attack Convoy JW 55B, but the British had intercepted the German radio traffic and had a full knowledge of the Scharnhorst's position and intent. There were three cruisers, Belfast, Norfolk, and Sheffield, between Scharnhorst and the convoy. And the Duke of York's force were directly between Scharnhorst and its base at Altafjord. Conditions were not good for Scharnhorst, her radar was significantly inferior to that of the British ships and, in a growing snowstorm, German air cover was impossible. The first salvos were exchanged just after 0900 with the range down to around 13,000 yards. While the cruisers remained unharmed, Scharnhorst was hit twice, one of them



destroying the forward radar controls. Scharnhorst tried to use her superior speed to circle around the cruiser screen, but the British admiral anticipated the move and forced her to abandon the attack and turn south for Altafjord. Belfast pursued and sent a constant stream of radio messages giving Scharnhorst's position and speed. Duke of York's radar picked her up at a range of 45,000 yards and by 16:48 the range was down to about 12,000 yards. Belfast fired star shells to illuminate Scharnhorst for the Duke of York. The first salvo from the Duke's 14 inch guns disabled Scharnhorst's forward turrets. Scharnhorst tried to escape eastwards at maximum speed, but a shot from Duke of York at extreme range got through to her No 1 boiler room and pulled her speed back down to 22 knots. The British and Norwegian destroyers now attacked her with torpedoes, scoring 4 hits and reducing her speed right down to 10 knots. Duke of York, Jamaica, and Belfast closed in, pounding her with shellfire and then, in a coup de grace, four British destroyers fired a further 19 torpedoes. She capsized and sank at 19:45, leaving only 36 survivors to be pulled from the freezing seawater.

Duke of York carried through two operations in the spring and summer of 1944. The first, in March, was escorting Convoy JW58, and the second, in August, was covering the aircraft carriers that conducted the unsuccessful "goodwood" attacks on the Tirpitz.

In September she was re-fitted at Liverpool, and then on 25th April 1945, she sailed in company with Anson to join the British Pacific Fleet. She was delayed with electrical problems in Malta and finally reached Sydney on 29th. July. Her final action was carrier escort in a series of air raids on Japan from the 9th to the 15th. of August, when Japan surrendered. Duke of York was present for the surrender ceremonies in Tokyo Bay on September 2nd. and then in October sailed to Hong Kong to accept the surrender of the Japanese garrison.

By then she was the flagship of the British Pacific Fleet and she remained so until June 1946, when she returned to Plymouth for an overhaul. Then she took over as flagship of the Home Fleet and remained on active duty until 1949. She was laid up in 1951 and finally scrapped in 1957.

HMS Anson was commissioned in April 1942, and straightaway joined the Home Fleet out of Scapa Flow on escort duties for the Arctic convoys. She saw no major actions, but the picture here shows that what she was doing was no picnic.

By July 1943, the invasion of Sicily was imminent, and Anson's attention was switched to the diversionary moves against Norway, drawing German attention away from the Mediterranean. In October, with Duke of York and the U.S. cruiser



Tuscaloosa, she covered the U.S. carrier Ranger in air strikes against German shipping in Norway.



The following February, she was with the British carrier Furious for air strikes against German inland targets in Norway again, and on the 3rd of April she covered Operation Tungsten. That was a major air strike against Tirpitz, 6 carriers launched 40 Barracuda bombers and 40 fighters, scoring fifteen direct hits and two near misses with 1600 lb bombs. Tirpitz had been due for sea trials on the 4th of April, but was now out of action again until the end of June.

Returning to Britain, Anson was put in dock for a major refit, and didn't return to the Fleet until March 1945. Tirpitz had finally been sunk in November 1944, so with no German capital ships left to threaten the Atlantic, Anson and Duke of York were free to join the British Pacific fleet in Sydney. They sailed in March, but by the time they arrived, it was all almost over. She was present in Tokyo bay for the official signing ceremony of Japan's surrender, and then again in Hong Kong in October.

She stayed in the British Pacific Fleet through the spring of 1946 and arrived back in Britain on 29th July 1946. After a further three years of service, she was decommissioned in November 1949 and finally scrapped in 1957.

The last of the King George V class was HMS Howe. She joined the Home Fleet on 30th. August 1942, and, like Anson, was covering Arctic convoys for the next year. In the summer of 1943 she partnered with King George V in the mediterranean, covering the invasion of Sicily, the Salerno landings in Italy, the surrender of the Italian Fleet and their transfer to Alexandria. The pair returned to Britain in October, Howe going for an extensive refit in Devonport, including modifications for tropical waters.

So, on the 8th. of August 1944, Howe arrived at Trincomalee in Ceylon, the first modern British battleship in the Pacific since the loss of Prince of Wales in 1941. The picture shows her passing through the Suez canal on her way.



She was immediately employed in support of carrier operations in Sumatra, and then moved to Sydney in December. She visited Auckland, New Zealand, and then returned to Sydney to form the British Pacific Fleet with King George V, four aircraft carriers, five cruisers and fifteen destroyers. The major task for this fleet was offshore support for the U.S. landings in Okinawa, Howe distinguishing herself with particularly accurate bombardment of anti-aircraft installations on the island of Miyako. Howe turned back to Sydney before the rest of the fleet and in June was sent for a refit in Durban.

She returned to Britain in January 1946. She served from Portsmouth the next few years until she was placed in reserve in 1951, and eventually went to the scrapyards in May 1958.

So that's the brief history of Britain's last class of battleships. It's a long story for the Binnacle, but they did a lot.

Now to the advertisement:

Ron Armstrong sent me word that there's a 7 foot long model of the King George V looking for a home. Here's a couple more pictures.



Best guess is that it's 1:96 scale and that would be 7ft 9 inches long. To get her down to the correct waterline, she'll weigh over a hundred pounds. So this is a formidable piece of work.

The work quality looks good, with a fair bit of detail yet to be finished. The model has been running on the water and has been sitting two years since the builder's passing. His lady, Sue, is looking for a fair offer and someone who will enjoy it.

I will forward any serious enquiries to her. It's a serious decision in terms of storage space and handling, but a once in a lifetime opportunity for a warship fan. Maybe we should put together a syndicate!

Two Cautionary Tales.

Be careful with LIPO batteries. Read the instructions, use fuses and common sense. This guy's story was that he used a connector that allowed him to plug in without respecting polarity. He had a 50:50 chance. It went too fast for a fuse to save him, but he didn't lose his car.

Ron Hillsden



And from Ron Armstrong:

I think the membership should be apprised of a freak accident I had while prepping "Princess Maquinna" for today's outing at the Pond. I was using the "Ultra" glue we all get at the Hobby Shop. It has a bad habit of the cap sticking solidly to the collar around the mouth of the bottle.

Unable to free the cap I used pliers to open the collar, thus exposing the whole bottle. I intended to run just a little bit on to a winch which had come loose. Instead I accidentally dumped a small "lake" on to her wooden deck. I used my third finger to spread the glue evenly (because it could not be mopped up) and it actually looked like varnish.

Suddenly my finger tip stung forcefully and the pain didn't recede for a couple of hours. Today a whole layer of skin there peeled off as if I had cut it with a knife.

I urge members to use a plastic knife or other flat object to spread this glue. It is powerful stuff and able to bond dissimilar materials. But it is not meant to be kind to human skin.

Ron.



This month's Links.

- * Warship Porn. (www.reddit.com/r/WarshipPorn/) Collecting warship pictures.
- * The Bilge Pump,
(http://shipmodelers.com/uploads/3/4/5/2/34520124/2020_09_sep_nwrcsm_newsletter_ver_2.pdf)
The latest edition of the newsletter for the Northwest RC Shipmodellors club.
- * The Destroyer History Foundation, great resource on U.S. Destroyers.
(<https://destroyerhistory.org/destroyers/aboutus/>)

**The Victoria Model Shipbuilding Society is a
non-profit club, open to all, established in
1978 under the Societies Act of B.C.**