

The Binnacle

March 2022

Volume 44 Issue 3



Edward White on the ships of
Canada's Arctic Archaeology



Ken Lockley on Tugs, his workshop,
and the Double Denton Cup.



Ron Hillsden on the use of a nebulizer!
Go on, try to guess!

Plus
The Plan for a Great new summer.

On the Radar



We are coming back to life! We are going back to play!

Five events you and I should be planning for this summer are, in order.

- * Sunday 1st. May. Battle of the Atlantic Parade at Harrison Pond. Ships from WW2.
- * Sunday 8th. May. Denton Cup the First. See Ken’s write-ups below and get a boat together to try your luck.
- * Weekend July 30th.-August 1st. Port Alberni Anniversary Show.
- * August. Tug Fest. If it’ll pull something, it’s a tug. See Rick’s words on it below and make sure you have something to enter. Going to be a fun day!
- * September 3rd.- 5th. Saanich Fair. Come and show off what we do. Get the kids worked up!
- * October 2nd. Denton Cup the Second. You have had one practice. Now it’s really up for bragging rights.



2022 Executive Committee

General Meeting.
On Zoom again this month. Thurs. 10th. 7:30 pm.

- President: Dave Nelson 812 1942
 - Vice-Pres: Mike Claxton 479-6367
 - Secretary: Ron Hillsden 479-5760
 - Treasurer: Mike Creasy 888-4860
 - Director @ Large: Calvin VanElsakker 477-5830
 - Binnacle Editor: Edward White 385-6068
 - Quartermaster: Vacant
 - Membership: Bev Andrews 479-2761
- All above area code (250)



Harrison Model Yacht Pond
Dallas Road. Sundays 9 – 11.



The Langford Lake Navy
Wednesdays 9:30 ish
Langford, Leigh Rd. At Trillium.

Victoria Model Shipbuilding Society

General Meeting Minutes

Zoom

Feb 10 2022

Call to order:

- Time: 7:45
- Members Present: 13

Reports:

- Financial: \$650 in dues collected, we are holding our own, not as much revenue, but expenses are lower. Approx \$6,000 in the credit union.
- Outreach:
 - Ron Armstrong was at the meeting, and reported he is recovering nicely from a stroke, but he needs a hip operation..
 - Bill Andrews was also at the meeting, and reported on his upcoming operation.
- Membership: 28 members have paid this year.

Old Business

- Please pay your DUEs if you haven't
- Arnold McCutcheon was delighted to receive an Honorary Membership.

New Business

- Calvin has purchased a Zoom membership and has offered to allow us to use it. This means our meetings can last longer than 40 minutes. Thank you very much Calvin!
- Rick Gonder's proposed we participate with the Maritime Museum at the Classic Boat Festival which is the same weekend as the Saanich Fair. It was considered that we would be spread too thin to do both, so we will concentrate on the Saanich Fair.
- Rick Gonder's proposed a Fun Tug Boat day at HMYP was approved by executive with Thanks. Mike Claxton is the Executive Member who will work with Rick.
- Ken Lockley's proposal re Denton Cup was approved by executive with Thanks. Ron H. Is the executive member who will work with Ken.
- These procedures for a club member organizing an event were approved by executive:
 - ***We welcome members taking the initiative to organize club events. It is an executive responsibility to coordinate and support these events. If there is any appearance that VMSS is involved with any activity, the first thing a member should do is take the proposal to Executive. An executive member must oversee it to ensure our obligations are met, including but not limited to:***
 - ***our Permit issued by the City of Victoria to use Harrison Model Yacht Pond and the expectations and responsibility that flow from it,***
 - ***our Liability insurance, and the personal accountability and liability of the directors to conduct our business responsibly, and***
 - ***our obligation to the public to operate in a safe, fair and honest manner to maintain the good reputation of the club.***

Donations:

- Dave Denton's family donated some items from his collection:
 - Fibreglass moulds went to Ron Burchett who will be happy to make any of these boats for a member: RCN DDE, RCN 280, 1/2 a sub, 1/2 a fish trawler
 - there is an approx 18 inch runabout boat for sale.
 - Various odds and ends were purchased by Calvin and he will be donating any that he doesn't use to the club.

Entertainment Next Meetings:

- Executive to decide month to month if a meeting will be by Zoom or in person.

Upcoming Events

- May 1: The Battle of the Atlantic sail past
- May 8 Denton Cup
- August ~ Tug Fun Fest
- Sept 3-5 Saanich Fair
- October 2 Second Denton Cup.

Adjournment: 8:45

Addendum:**Rick Gonder's Report re Tug Fun Fest**

Rick is proposing a Tugboat Fun Fest which he will organize with Calvin and Mike Claxton. This will be a fun event with details to be finalized after consultation. It will be probably be in August. Rick has obtained gifts, so far

- Ron Burchett has donated a hull and grab bags of part,
- BC Hobbies has donated 2 \$50 gift certificates,
- Tim Horton's 10 x \$10 gift cards
- Victoria tug and Barge will provide a 45 min harbour tour aboard their large tug. The tour will include a complementary beverage and cheese platter
- If you can offer a prize, contact Rick

Ken Lockley's Report re Denton Cup

Ken is prepared to run the Denton cup event with help and would like to suggest we do it twice over the Summer months.

The winner is the best score out of the two events..

The reason for this idea is there will be some new skippers who haven't done this before and by having two separate events combined it gives more people the chance to be involved.

Ken suggested May 8 and Oct 2/2022 as he is available then.

Tug Fest is Coming.

The VMSS Tug Fest will be held late summer or early fall at Harrison Pond. This event will not be a competition for a trophy, it will be a fun event where every participant gets a prize. Start practicing your towing, docking and navigation skills now and get those under construction tugs finished and in the water. A model tug "show and shine" will be included.

So far we have the following prizes committed. If any members can help out with additional prizes, it will be appreciated.

- * Two \$50 gift certificates from Shavers and Hobbies.
- * Ten \$10 Tim Horton gift cards.
- * Parts packs from Ron Burchett.

In addition to the above prizes, each participant will be entered for a draw prize consisting of a four person 45 minute tour of the Victoria harbour aboard a working tug. A chicouterie platter and beverage is included. This prize is courtesy of Victoria Tug and Barge.

The organizing committee is Rick, Corey, Ron B and Mike C. More details will be announced in coming months. Please advise Rick if you secure prize donations.





WHAT'S HAPPENING?

This is the **Denton Cup**, an event unique to the Victoria Model Shipbuilding Society (VMSS)

Contestants receive a Start Card and a starter float of poker chips. (White = 1, Blue = 3, Red = 5)

The Start Card directs contestant to their first Port, represented by floating buckets or tethered buoys, standing on the shore, opposite their bucket or buoy is a Harbourmaster with a bag of chips and a fan of cards blank side up.

Contestants call out their Port of Destination and approach the Harbourmaster who presents the fanned cards.

Contestants pluck one and turn it over to find out their status and points gained or lost and direction. The Harbourmaster gives or takes the points with the chips.

The card directs contestants to their next Port of Call.

(Green = Victoria, Blue = London,
Red = Hong Kong, Yellow = Sidney)

The buckets/buoys and cards share these colours.

The rules require each contestant to go around 'Hawaii' the marker out in the middle of the pond, between ports...even if the contestant has been directed to the port where they currently are docked.

The game is played for 20 minutes, (or until batteries go dead.)

Then roles reverse as Harbourmasters become contestants and contestants become Harbourmasters. When convenient each contestant adds up their chips and turns in their score.

The highest score wins the round.

The skill aspect will be explained at the time of the initial running of the venue on May 8 /2022

SHIPS, BOATS AND MODELS

Ken lockley MARCH 2022



Last month we featured the BC steam tug SS Master which I believe is the last operating survivor of it's era in BC. Fortunately the SS Master Society seems in good hands and the question of the vessel continuing to be well maintained isn't a problem.

In the United Kingdom there are several Steam Tug Society's trying to maintain these unique vessels and hopefully a few will survive.

The Vessel above is a good example of the Thames tug era and one that's part of a save the vessel societies.

The SS Challenge, above, was built in Aberdeen, Scotland in 1931. In 1940 she requisitioned by the Admiralty, along with many tugs and small vessels for the rescue of British and French troops at Dunkirk. "Operation Dynamo". Specifications are:

Length 110ft , Beam 26 ft, Draft 14 ft, Propeller four blade 10 ft-6 in.
Accommodations for a crew of seven.



The table of Steam Tugs above is a picture from Model Boats Magazine featuring the modeling skills of George Boyd, a UK enthusiast. I believe there are ten on the tables all showing great craftsmanship by the builder.



Three Sun Class tugs used on the Thames River and Harbours

IN THE WORKSHOP

Picture #1 shows the bow block and the bulwark stringer in place

I use 1.5 mil. Aircraft quality plywood for the bulwark sides.

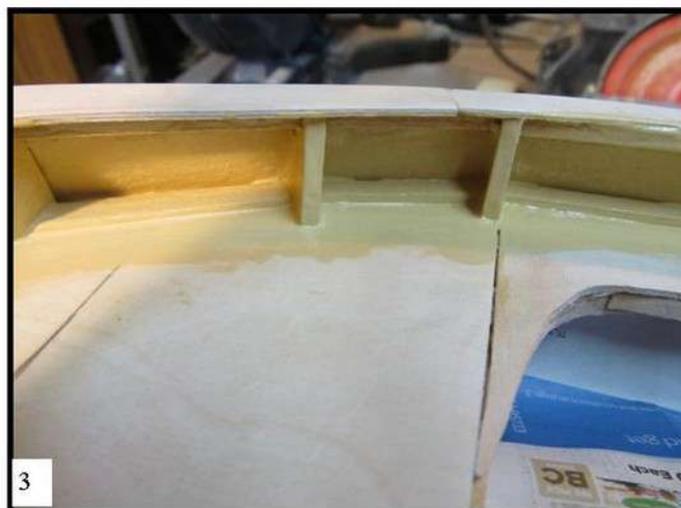
Picture #2 you see the frame work in place creating the bulwark around the stern .

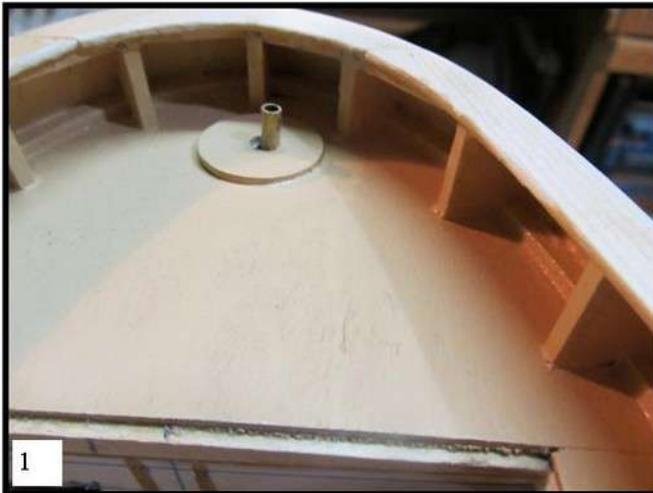
Picture #3 shows the vertical planking making up stern bulwarks. This is a very time consuming area of building the vessel. Actually this is the first the time I have done this process.

Picture #4 Bulwarks' are on both sides and I have painted the first coat of deck paint.

I am ready to add the lead ballast along the bottom. This initial ballasting is well under the final amount needed but okay for first sea trails.

Final ballasting I use small bags of lead shot.





Picture #1 shows the inside stern bulwark, unfortunately the rudder post and the stern bracket are not lined up as they should be.

Picture #2 we now have the deck painted before adding the bleached teak planking in bow and stern areas.

Picture #3 Shows the early stages of getting the main cabin formed, notice also the open wing decks

Picture #4 Shows the primer paint on the pilot house. This little house was a time consuming build with all it's 15 small windows.

Picture #5 Is the general deck and cabin layout. Lots more to do !!



This build of "Cervia" is a challenge that I have welcomed, to see if I can get a finished model looking anywhere near the level of detail shown in George Boyd's tugs seen on page two. We will see !!!!!



"HAYES 100" ANNIVERSARY SHOW PORT ALBERNI, BC

**July 30 - August 1
2022
FALL FAIR
GROUNDS**

**Sat. 10 a.m. to
5 p.m.
Sun. 10 a.m. to
5 p.m.
Mon. 10 a.m. to
3 p.m.**



Photos: D.Hooper

Radio-controlled
Models & Boats.
Model logging and road
building demos.

Information / Registration: Dave Hooper
250-724-5509
E-mail: dshooper@telus.net
Everyone Welcome / Free Admission
Donations welcome

STEAM!
Miniature Steam Train
for the Kids
Vintage steam engine

Hosted by the Western Vancouver Island Industrial Heritage Society &
The Alberni Valley Museum—Industrial Collection

Using a nebulizer from a personal humidifier to make a “smoke” unit.

Ron Hillsden

You will need.

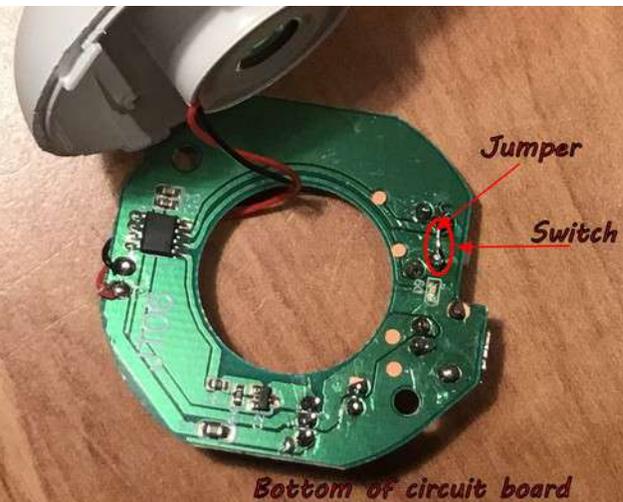
- A radio controlled electronic off/on switch. (Mike Creasey’s stash)
- 5.5 or 6 volts. I used 4 AA cells, close enough.
- A mushroom shaped nebulizer, for between \$5 or \$100 from Amazon. They all use the same pictures so they are probably the same. It may be described as something like this: *USB Travel Mini Humidifier, Portable Air Ultrasonic Cool Mist Air Humidifier Device for Travel Office Desk Car Hotel Kids Bedroom Dorm with No Water Bottle, Quiet - White*



The modifications needed are:

1. The on/off switch must be replaced
2. The USB power has to be changed to batteries
3. The humidifier is designed to sit in a glass of water produce vapour for hours. The pipe on the bottom will be changed to a reservoir.

Modifications:



1. The pipe on the bottom pulls out. The mushroom is pressed together around its circumference. Pry it open gently to get to the guts. The circuit board is held in by 2 screws, remove them and solder a jumper from one side of the switch to the other on the bottom. It is always on now. The radio controlled switch turns the power on or off.

2. Cut the USB cord and save the end that plugs into the mushroom. There are 2 wires in the USB cord, red and black. Solder them to the same colour from the battery holder.

3. The pipe coming out the bottom contains a sponge which lifts water to the nebulizer. It is designed to sit in a glass of water, but I am using only the bottom section (½ the length) as a reservoir, so the slot up the side has to be sealed by gluing a strip of styrene. A small hole has to be drilled near the top to let the pressure equalize.

Mount the mushroom in your boat about ½ inch below the stack. Experiment for the best distance. If there is no space for air to enter and draft up the funnel, it ain’t going to work.

The switch has 3 leads, one to your receiver, another to the battery and the third to the mushroom. I plugged it into a channel with a toggle switch. The switch comes with wiring instructions and plugs.

So soak your sponge, add a little water to the reservoir, plug it in and you are ready to smoke!
You can see mine on our facebook channel.

Sir Wilfrid Laurier and David Thompson and Qiniqtiyuaq

In writing the December 2022 Binnacle article on the Franklin expedition, I came across the real heroes of the modern story about how the two wrecks, the Erebus and the Terror, were found. Our type of heroes, the ships. Now I find that there are three, though I can't pronounce the last one, (it's a barge), and the name means "searching for something or person which is (was) lost".



Figure 1: Sir Wilfrid Laurier, David Thompson (behind), and Qiniqtiyuaq

Here's a profile of each of the three.

Sir Wilfrid Laurier

Name	<i>Sir Wilfrid Laurier</i>
Namesake	Sir Wilfrid Laurier
Operator	Canadian Coast Guard
Port of registry	Ottawa, Ontario
Builder	Canadian Shipbuilding, Collingwood, Ontario
Yard number	230
Launched	6 December 1985
Commissioned	15 November 1986
In service	1986–present
Homeport	CCG Base Victoria (Pacific Region)
Identification	<ul style="list-style-type: none"> • CGJK • IMO number: 8320456
Status	in active service

General characteristics

Class and type	Martha L. Black-class light icebreaker
Tonnage	<ul style="list-style-type: none"> • 3,812.1 GT • 1,533.6 NT
Displacement	4,662 long tons (4,737 t) full load

Length	83 m (272 ft 4 in)
Beam	16.2 m (53 ft 2 in)
Draught	5.8 m (19 ft 0 in)
Ice class	CASPPR Arctic Class 2
Installed power	3 × Alco 251F diesel-electric, producing 8,847 hp (6,597 kW)
Propulsion	2 × GE electric motors (total 7,040 hp [5,250 kW]) turning 2 fixed-pitch propellers
Speed	15.5 knots (28.7 km/h; 17.8 mph)
Range	6,500 nautical miles (12,000 km; 7,500 mi) at 11 knots (20 km/h; 13 mph)
Endurance	120 days
Complement	27
Aircraft carried	Originally 1 × MBB Bo 105 or Bell 206L helicopter, currently 1 × Bell 429 GlobalRanger or Bell 412EPI
Aviation facilities	Hangar and flight deck



Figure 2: "Wilfrid and her boats out looking!"

While I was researching this article, I came across one that had been published in North Shore News in 2017. Naturally, my first instinct was to plagiarize it ruthlessly, but actually it is better than anything I could have written, so I reproduce it below. I do not have all the original pictures so I heavily recommend that you go and re-read it in the original, it's worth doing that, it's really good.

<https://www.nsnews.com/local-news/focus-a-ship-for-all-seasons-3050177>

Starts on next Page.

The Canadian icebreaker Sir Wilfrid Laurier charts an ocean that is literally off the maps

Jane Seyd

Apr 15, 2017 4:03 PM



Sitting on keel blocks in Vancouver Drydock's 30,000-tonne lift, the towering hull of the Canadian Coast Guard Ship Sir Wilfrid Laurier looms against the North Vancouver skyline.

It's about 36 metres from the bottom of the hull to the tip of the mast.

The ship's smart red and white colours have been temporarily replaced with a mottled, pixelated appearance – loose paint on the hull has been spot-blasted off, then recoated with primer before a final coat of epoxy paint goes on.

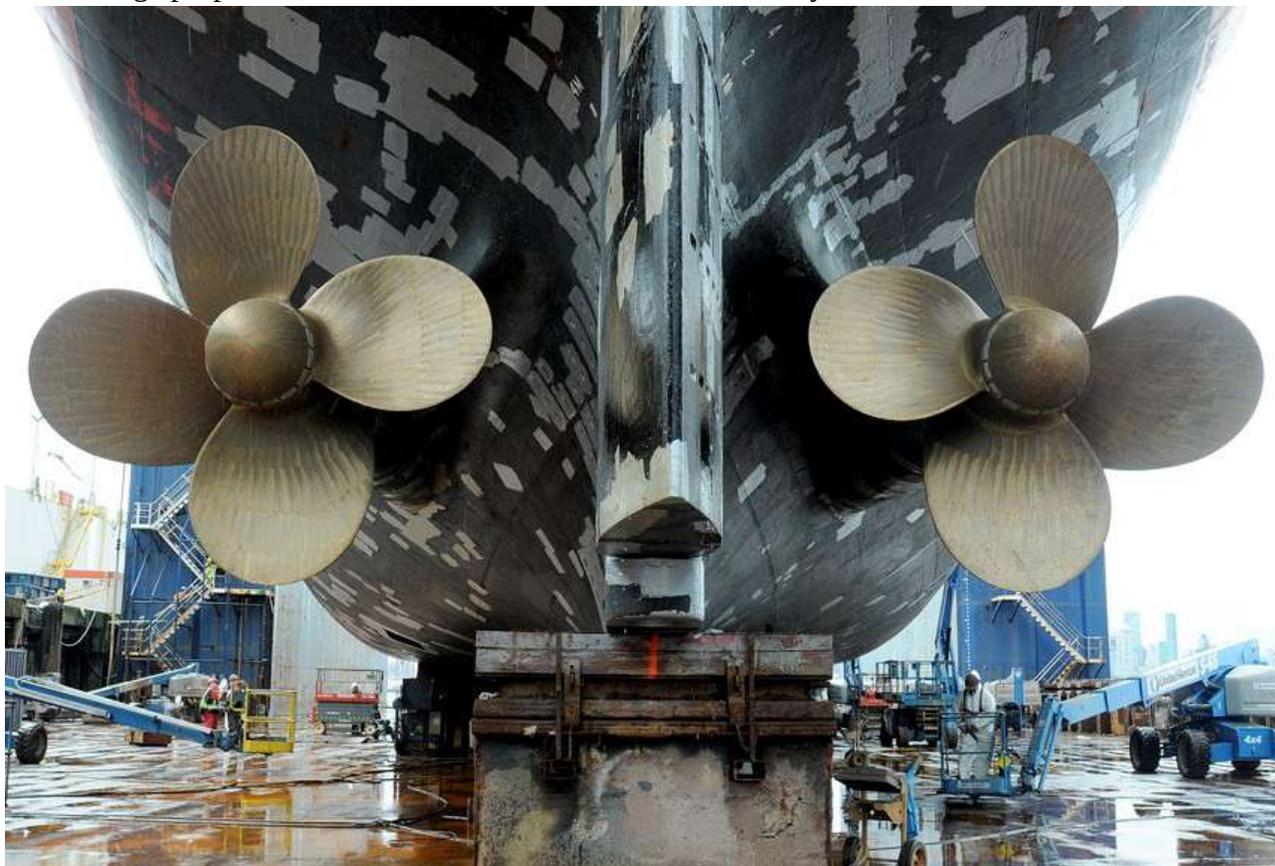
There's a newly welded scar on one side of the hull where a two- by three-metre hole was cut to take out the old auxiliary generator and put a new one in.

The rounded icebreaking bow at the front of the ship rises above an angled "ice knife" in a shape designed to reduce friction and push the ice slabs under the vessel.

With a displacement of more than 5,000 tons and a length of 83 metres, the Wilfrid Laurier is the largest ship in the Coast Guard's West Coast fleet.

And when it comes to icebreakers, size matters.

Powered by three massive diesel electric engines capable of creating about 9,000 horsepower, the ship's generators power motors which turn two huge propellers made of a nickel-aluminum-bronze alloy.



“A lot of Coast Guard ships have variable pitch (propellers) but for an icebreaker you want fixed pitch,” says Randy Morford, the ship's chief engineer. The fewer things that are moving in the ice, the fewer that can go wrong. Steel for the hull is more than an inch thick in places.

The Wilfrid Laurier isn't as big as some of the Coast Guard's heavy icebreakers, but does well in the western Arctic, where water is shallow.



In some places, “You can't get close to shore, even in a small boat,” says Capt. Bill Noon, who grew up in West Vancouver and has been captain on the Laurier since 2009, making his first trip into the Arctic as chief officer on the vessel in 1994.

First-year ice is “fairly soft,” says Noon. “We have no problem working in that ice.”

The Laurier can power through ice up to one and a quarter metres thick at a speed of three knots.

Older ice that’s frozen and thawed over multiple years is a lot more trouble. “It gets a lot thicker. Hard as concrete,” says Noon.

When the ship is on its regular summer patrol of the western Arctic, an onboard helicopter helps to scout paths through the worst of it.

The ship is fully self-sufficient, and can stay at sea for 120 days at a time.

“We hold about a million litres of fuel,” says Morford.

A desalination and reverse osmosis system onboard can make up to 24,000 litres of water a day.

The ship also has a pretty good machine, welding and pipefitting shop on board, says Morford. When the ship is in the Arctic and something breaks down, “We can’t call someone,” he says. “We have to fix it ourselves.”

A crew of 27 rotates in every six weeks during the summer season, which runs from the beginning of July to October. While most of the Coast Guard’s icebreakers operate in the eastern Arctic, the Wilfrid Laurier’s territory runs from the Yukon/Alaska border to the Bellot Strait – somewhere 2,500 kilometres north of Winnipeg.



“We’re the only Canadian government ship assigned to that area,” says Simon Dockerill, relief captain on board the ship. “It’s a vast, vast area.”

The average age of the Coast Guard fleet is more than 30 years old.

A large 150-metre heavy icebreaker that will replace the 50-year-old Louis St. Laurent is scheduled to be built at Seaspan Shipyards after the Navy’s joint support ships as part of the federal government’s national shipbuilding program.

But that ship – and smaller ships like it – won’t be ready for a number of years.

In the meantime, maintenance like the work carried out in Vancouver Drydock since the end of February is key to extending the life of the existing ships. Major refit work can add another 10 to 15 years.

Built in a Great Lakes shipyard in 1986, the Sir Wilfrid Laurier is no exception. Around that same time, several other polar icebreakers were built for the Coast Guard in North Vancouver shipyards.

The Amundsen and the Pierre Radisson were both built at Burrard Drydock in 1978 and 1979 while the Martha Black was built at Versatile Shipyard in 1986.

“A (bulk carrier) you’ll see out here in the harbour, you might get 20 years out of it if you’re lucky,” says Dockerill.

“Government ships are designed for much longer lives. You can get 40 or 50 years out of them easily.”

The work that makes that possible doesn’t come cheap. A regular refit like this one – done every two or three years – usually costs about \$1 million, says Edward Camilleri, senior vessel maintenance manager for the Coast Guard. Special projects this time – including the generator replacement and installation of a specialized multi-beam sounder that can create three dimensional maps of the ocean floor – have pushed the cost to \$4.8 million.

During winter months, one of the Laurier’s tasks is to check and repair navigational and weather buoys along the Pacific coast, including three weather buoys anchored about 500 miles offshore that provide information for West Coast forecasts. The ship does similar tasks on its Arctic route, where it’s responsible for both buoys and land-based beacons. “Winters are pretty harsh,” says Noon. “Sometimes polar bears will knock down towers.”

The ship also serves as a moving van and supply ship for remaining manned lighthouses along the B.C. coast and provides marine search and rescue.

The Wilfrid Laurier was already working in waters of the central coast on the night of March 22, 2006 when an ominous call came over the radio. The Queen of the North had struck Gil Island and was taking on water. Passengers and crew were preparing to abandon ship.

“I remember it like it was yesterday,” said Morford. “The captain phoned me. He said, ‘We need full power right away. A B.C. ferry is sinking.’”

Engineers cranked up all three engines to top speed, arriving on the scene after the ferry had already slipped beneath the water. When he got out of the engine room and up on to deck, Morford remembers an eerie flat calm hung over the scene of lifeboats and small vessels lit up under emergency flares. “There was debris floating all over,” he said. “It’s one of those things you don’t ever want to see, but when you do see it, it’s burned into your memory.”

In the Arctic, one of the ship’s jobs is to support the economy of the North by ensuring passage for a small armada of barges, tugs and commercial vessels like container ships that provide a lifeline to communities like Taloyoak, Gjoa Haven, Cambridge Bay and Kugluktuk scattered around the western Arctic.

During a six-week summer window, ships bring in everything from food to pickup trucks, televisions to outboard motors and a year’s supply of fuel.

Most goods arrive by ship because air travel is still very expensive.

Adventure tourism is another area that’s booming. “Believe it or not there are cruise vessels in the Arctic,” says Morford. “Next year, Disney is going up.”

Many of the ships are “ice strengthened” but often still require an escort. The Canadian government provides that free of charge, as part of its mandate to facilitate trade and promote the economy of the North.

These days it’s not uncommon to see five to eight cruise ships during a summer season, says Noon.

Some adventurers are better prepared than others.

“People have tried to row through and people have taken jet skis through. People have done all kinds of crazy things,” says Dockerill. “That’s generally not recommended. That didn’t end well.”

In February, a federal court judge dismissed a claim against the Canadian government, filed by the Bahamas-based owners of an Arctic cruise ship that ran aground on a rock shelf in August 2010. Instead, the judge fined the ship’s owners about \$500,000 for the costs of environmental cleanup. The Wilfrid Laurier was part of the salvage operation for the damaged cruise ship, after passengers were evacuated.

One of the less tangible parts of the job is simply being there. “It’s waving the flag, doing sovereignty patrols,” says Morford. “It’s a Canadian presence.”

During the summer Arctic patrols, teams of scientists and hydrographic crews swell the ranks of those onboard the Wilfrid Laurier to over 50.

Scientists from Sidney’s Institute of Ocean Sciences do ocean water studies up to the Arctic coast every year from an onboard laboratory. The ship has also been deployed in research projects to study ice dynamics in the Beaufort Sea.

Climate change is visible in the north, says Noon. In 1996, for instance, the changing sea ice was so thick in the Arctic “we had to come back via Halifax and the Panama Canal,” says Noon. “I don’t think that will ever happen again.”

But as one of the few truly uncharted places on the planet, the Arctic still has a pull. Only about 13 per cent of the Canadian Arctic is charted. “We’re still finding dangerous shoals every season,” says Noon.

Working with the Canadian Hydrographic Service to chart the ocean floor is a key task during summer patrols.

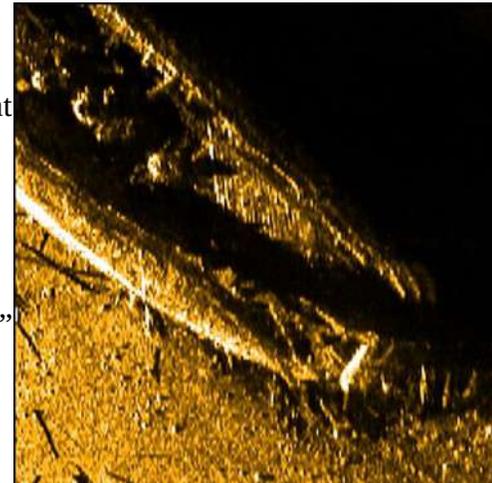
That is primarily how the Wilfrid Laurier found itself at the centre of the Parks Canada search for the lost ships of the expedition led by Sir John Franklin – the HMS Erebus and HMS Terror – which disappeared without a trace in 1845 with 129 men on board.

Since they were sounding uncharted waters where the ships might be, researchers suggested looking for the ships at the same time. “Every year the project got bigger and bigger,” says Noon. By the summer of 2014, “It became a giant very busy project that was super intense and active.”

That summer, the plan was to search in a northern area of Victoria Strait off King William Island. But when they got there, “It was completely frozen in. We went south because the ice wouldn’t let us search in the north,” said Noon.

It was there – shortly after a helicopter pilot found an old ship’s davit on a beach – that an archeological crew identified the ship later identified as the Erebus on a sonar image.

The find was kept secret for a few days, while a strict protocol was followed detailing who would be informed. Noon recalls being summoned to his own cabin by the team of archeologists and being shown the sonar image of the ship on the ocean floor. As a history buff familiar with the Franklin story, “It was an incredibly emotional moment,” he said.



Later the archeologists secretly brought the ship’s bell on board into the science lab. Noon recalls knocking on the locked door. “They said ‘No, we’re busy.’ I said ‘I’m the ship’s captain.’”

When he saw the bell, Noon recalls it was a beautiful, powerful sight. There was no ship’s name on it. But there was a date: 1845.



One of the big projects underway now on the ship at Vancouver Drydock is installation of a multi-beam sounder on board the Wilfrid Laurier – a specialized instrument that will create three-dimensional maps of the ocean floor. A console will also be installed in the wheelhouse, so officers on the bridge will see the images being sent to the on-board science lab.

Under the bottom of the ship, a round valve marks the spot where the sounder will be lowered from a new watertight compartment.

Two small GPS receivers are also being installed on the satellite dome to ensure the location of the images is precise. Last year, in September 2016, the Sir Wilfrid Laurier was again in the area when another search vessel under the command of a non-profit foundation discovered Franklin's other vessel, the Terror, in Terror Bay. But there was no time to explore, said Noon, because the weather soon moved in. "Once winter hits you have to get out of there," he says.

Part of the allure of the Arctic has always been its mystery, says Noon.

The area where Franklin's ships were found was still a white space on the charts, he says. "The charts haven't really improved since he came though."

"Partially you feel like you're still exploring a bit," he says of the annual trips to the Arctic on board the icebreaker. "It feels like you're carrying on a historical legacy."

The Sir Wilfrid Laurier is expected to go back in the water this week, departing North Vancouver by the end of April.

Since that article was written, lots more has happened. Right now, it appears that Sir Wilfrid Laurier is in Vancouver for another refit, let's hope we see her soon back at her base in Victoria.

RV David Thompson



Name	<i>David Thompson</i>
Namesake	David Thompson
Operator	Parks Canada
Port of registry	Ottawa, Ontario
Acquired	July 2016

In service	2017
Identification	IMO number: 9065778
Status	In service

General characteristics

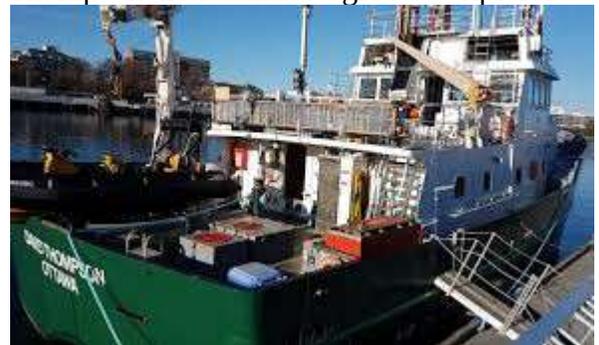
Type	Research vessel
Tonnage	<ul style="list-style-type: none"> • 228.3 GT • 228 NT
Length	29.0 m (95 ft 2 in)
Beam	8.8 m (28 ft 10 in)
Draught	3.4 m (11 ft 2 in)
Installed power	954 kW (1,279 hp)
Propulsion	<ul style="list-style-type: none"> • 1 × Caterpillar 3512 geared diesel engines • 1 × controllable pitch propeller, bow thruster
Speed	13 knots (24 km/h; 15 mph)
Range	2,800 nmi (5,186 km; 3,222 mi) at 10 knots (19 km/h; 12 mph)
Endurance	28 days
Boats & landing craft carried	2
Complement	6
Sensors and processing systems	<ul style="list-style-type: none"> • Sperry Marine Bridgemaster E X Band • Sperry Marine Bridgemaster II X-band • 1 x Skipper GDS 101 • 1 x Furuno FCV-1100 • 1 x Wesmar HD 600E sonar

Research Vessel David Thompson was launched in 1991 as Canadian Coast Guard Ship Arrow Post, a fisheries protection vessel. A thoroughly capable little ship, she served out of Prince Rupert with a complement of 6 for 25 years until 2016.

After the discovery of the Franklin expedition's wreck, HMS Erebus, in 2014, Arrow Post was transferred to Parks Canada in 2016 and refitted as a research vessel in Nanaimo in 2017, named David Thompson after Canada's greatest explorer.

In the summer, she is destined for the Arctic, to support archaeological work on the wrecks of Erebus, Terror, and Investigator. (Investigator was one of the vessels sent to find Franklin in the 19th. Century. She was abandoned after three years stuck in the ice off Banks Island in 1853, and re-discovered first in 2010.)

For the rest of the year David Thompson will do research off the West coast.



In the Arctic, she is the towing vessel and supply ship for Parks Canada's diving barge Qiniqtiryuaq, and of course can support diving operations herself as well as ocean research.

She is also, to me, an astonishingly good looking ship to go with her glamorous role, and will make up into a wonderful RC model.



Qiniqtiryuaq: A platform for exploration and learning

The wrecks' remote locations make both safe diving and underwater excavation a challenge. In 2017 Parks Canada acquired a barge to serve as an excavation and diving platform at the wreck of Erebus. The barge operates in concert with Parks Canada's ship RV David Thompson and holds several shipping containers of "sea cans". The three rugged sea cans house a hyperbaric recompression chamber (to increase diving safety), an archaeological laboratory, and mechanical equipment such as compressors, pumps and generators. A hydraulic crane was added to its deck in 2018. Nunavummiut suggested names for the new barge in an online contest. The winning name for Parks Canada's new barge--Qiniqtiryuaq—means "searching for something or person which is (was) lost".



Members of the Underwater Archaeological Team on the newly named Qiniqtiryuaq in Gjoa Haven. Behind them are the three sea cans that house equipment for the next dive season at the site of Erebus.



Our friends at BC Shaver and Hobbies are now trading under a new name and a new logo, just BC Hobbies. Their web site is also new at: <https://bchobbies.com/> and it is well worth a visit. It presents their stock very well and lets you subscribe to their newsletters to keep you up to date with the latest ideas.

As Rick has reported above, they have donated two gift certificates for prizes for our upcoming TugFest, thank you very much.

Wanted; An RC sailboat.

Name

Robb Mcdonough

Email

robbandjanet@telus.net

Comment or Message

Hello. I am a past member of the club and am now wondering if any member may have an RC sailboat for sail. Thank you



Figure 3: Nanaimo, the RCMP boat in Victoria from 1957 - 1972