



The Binnacle

May 2022

Volume 44 Issue 5

Mike Creasy's Pondside Disasters.

New Paddle Tugs for Saanich Fair.



Ron Hillsden's Victory Tug

Ken Lockley on Taikoo, Cervia, and Sea Warrior.



Edward White on unsung history and the Lady Rose.



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2022 Executive Committee



On the Radar

This week's meeting is going to be largely about plans for our first, but hopefully annual, TugFest.

That's coming up on Sunday August 21st. We are hoping at this meeting to inspire the building of more tugs to take part, (the club still has the Ulisis kit for sale). and especially to talk about things to tow.

So gather your thoughts on barges, log rafts, dummy big ships, four masted schooners, raised historical wrecks, oil rigs, crippled container ships, anything that might need a tug!

Can we model them, get them to the pond, store them. Certainly, we can have a lot of fun with them.

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



Regular General Meetings

2nd. Thursday, 7:30 pm. St Peter's Anglican Church Hall, St. Peter's road, Lakehill.

Next meeting 12th. May. In Person!!!!



Every Sunday Morning, 9am-ish to 11:30-ish at Harrison Model Yacht Pond, Dallas road.



The Langford Lake Navy.

Wednesday Mornings 9 :30 ish, Leigh Rd. At Tillicum.

Victoria Model Shipbuilding Society

General Meeting Minutes
14 April 2022

Call to order:

- Time: 1937
- Members Present: 8
- New Members or Guests: 0

Reports:

- Financial: we are OK financially
- Outreach: Rob Ross passing
- Membership

Old Business

- Storage box at Harrison has a new sign. Thanks to Bill and Calvin

New Business

- Point Hope open house is 19 June. Jim has volunteered a trailer. May meeting will organize names and if we need to bring the club's pond. Mike Claxton will bring a tarp for the pond.
- It was suggested that we invite Steve Andrews, the City Councillor for the area where HMYP is located, to the BOA activities to see what the does at the Pond.
- Paddle boats for Saanich fair are still at Elgin's place. Jim Cox was going to call and make arrangements to recover them.
- The valve has not been put back in at the pond. Bill A will call the City and arrange to have the pond cleaned prior to BOA. Also the Box at the pond needs to be cleaned out and anything that is junk disposed of.
- New hobby store in Sooke; Canada Hobbies

Donations:

- Dave Denton's family found the other half of a couple of molds and they have gone to Ron B.
- Occre model kit of the tug Ulises is up for sale. Contact Bill Andrews for details

Entertainment Next Meetings:

- We will monitor the COVID situation to see if it is viable to have an in-person meeting, will be decided at May Executive meeting

Entertainment

- Good discussion from Calvin on 3-D Printing
- Calvin printed a winch
- Mike Creasy barge project

Upcoming Events

- Battle of the Atlantic ceremonial sail past: require masks and sanitizer, captains meeting at 1030 to go over sail past. Sail past at 1100
- May 8 Denton Cup 1st heat. Ken Lockley and Jim Cox organizing. Start at 0930. This will include a choke point to challenge the skill of the participants
- 19 June Point Hope Maritime Open House; Mike Claxton and Bill Andrews
- Rick Gonder not in attendance so no update on the Aug Tugboat Regatta
- BC Day weekend (Aug); Port Alberni – some talk about attending / maybe a conflict with Tug Regatta
- 3-5 Sep Saanich Fair; Jim Cox
- 2 Oct Denton Cup 2nd Heat

Adjournment:

- 2053
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If you want something done...

by Mike Creasy

There's an old saying: If you want something done right, do it yourself! But sadly in my case that's not true. Here's the proof.

About two months ago I decided to bring my tug CULLAMIX to the pond for her first post-Covid outing. Hadn't been in the water for about a year or so, and I was anxious to see it in the pond again. All was going well; batteries charged, smoke oil ready, the right transmitter at hand. I tested systems on the table at Harrison, everything tickety-boo so let's get going.

I put my launching slings under bow and stern, lifted her up and turned to do the deed. As I got the sidewalk (that horrible hard surface sidewalk) the sling under the bow slipped and CULLAMIX fell about 2 feet straight down. Bad luck you say, could have happened to anyone. Out of practice at boat launching. A simple mistake.

Well, it gets better. Last Sunday I decided to launch my Fort-class freighter. All preparations made, etc, etc. This time though, I didn't even make to the tables at the pond! No, this time I inflicted the damage at the edge of the sidewalk above the pond.

This time, my cart's wheels hit the sidewalk edge and came to an immediate stop. The freighter, riding majestically on said cart, did not. It ended up on its side, firmly affixed by the transmitter control stick which had penetrated the side of the hull. I didn't stop to take photos, but you can imagine the wreckage, of both boats and of me.

Having managed to mess up so badly twice, I am forced to report that I am an idiot, and you should not ask me to launch your boat. There *may* have been one or even two other mess ups in my life – but just little ones, you understand. Nothing to compare with smashing a model boat on pavement.

Repairs are proceeding, and CULLAMIX should again be ready for the pond this Sunday along with sea trials and ballasting for my big new Thames River lighter/barge.

My plan is to have two of these lighter/barges ready to go for the tug event this summer. I hope anyone with a tug will have a go at pulling these things.

That's assuming I can get them in the water without – well, you know.



The original Cullamix

My Lord Nelson Victory Tug



I have always been partial to these pleasant and capable yachts which are sometimes seen in our waters. A total of seventy five 37-foot Victory Tugs were produced by Lord Nelson Yachts, Inc. in Seattle between 1983 and 1997.

Earlier this year, I saw a “heads up” on our Facebook page that a partially completed Dumas kit of this ship was for sale in Victoria for \$100.

\$100 was a real deal. Dumas’ suggested retail is US\$380. I contacted the vendor. Due to Covid, the model was sitting in his porch when I arrived. The hull was about ½ built. I checked out the bits and pieces and figured that it was probably complete, or substantially complete. So I handed over \$100 and headed for home.

Since the hull was well along, I anticipated a quick build. There were some drawings, but no instructions. I knew the kit was 8 years old, and some of the older kits did not have an instruction manual. No problem, the folks at Dumas were happy to sell me drawings and a manual for US\$15. Very reasonable, but the postage was US\$20. So add \$50 to the price.

I also spent some time examining the hull while I waited for the manual. I realized the keel was bent. There was some discussion about leaving it to see if it would force the model to reverse in a straight line. The hull was also fitted with a brass tube for the shaft, but it wasn’t a stuffing box. Clearly the hull would have to be re-planked. I recognized the glue used in the original construction was Gorilla Glue as I had been removing foamy lumps. I spent a lot of time thinking about how to deconstruct the hull while saving the kit frames. I asked for help at one of our Zoom meetings and Calvin said “Acetone”. Works great. I feel the original builder’s biggest problem was using Gorilla Glue without clamping anything. The glue expands and pushes the joint apart if it is not clamped.

Our friends at BC Shaver and Hobbies were happy to supply new planks. I have stopped counting money, but it is still a bargain.

I am back to where I started . The hull is planked and being sanded prior to glassing.

I do want to compliment Dumas on the manual. The die cut wood parts are very good and the cast metal fittings are ok. However the manual is excellent. I learned new things and I think someone would be able to build this kit as a first time project if they followed this manual.

Ron Hillsden

New Paddleboats for the Saanich Fair



Thanks to Elgin Smith and family for designing, building and painting new paddleboats for the children to use in our pool at the Saanich fair.



VMSS TUG FEST

The first, and hopefully annual, Tug Fest event is tentatively scheduled for Sunday Aug 21st. The event will start at 10am to allow for set up and any out of town participants to arrive.

The event will consist of (probably) three or four segments. Two segments will consist of a steering course, one with a barge in tow and one without. The event will consist of three or four segments. Participants should ensure you have a securely mounted tow post or winch. If you don't have a barge, there will be a loaner available. A bridle will be provided. Participants should also practice their docking skills.

Each participant will be eligible for three draws. There will be two \$50 Shavers and Hobbies gift certificates and one 45 minute harbour tour for four persons aboard a working tug. We also have ten \$10 Tim Horton gift certificates and some parts bags from Ron Burchett. Depending on the number of entries, there is also an offer of ten \$10 bills. Everybody will get a prize and all participants names will go into a draw for the three main prizes.

The purpose of the event is to encourage members with Tugs to come out and have fun testing your maneuvering and towing skills. This is designed to be a fun event and every participant will go home with a prize.

SHIPS, BOATS AND MODELS

MAY 2022

Ken Lockley



Photo: Wikiswire via Alan Loynd

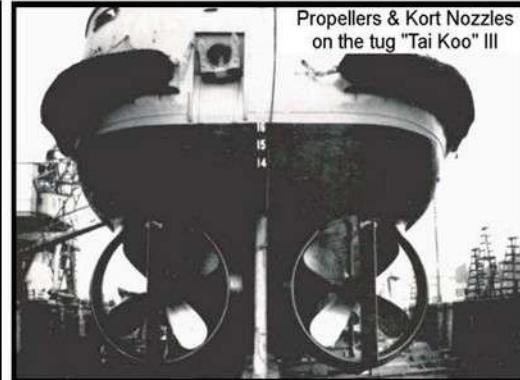
The tug "*Taikoo*" above is quite a famous vessel for salvage work in the South China Sea during the 1950-70's. During that period world war 2 liberty ships and wartime builds were having problems everywhere. Here in Victoria we had Island Tug and Barge's Sudbury 1 and Sudbury 2 making rescue operations in the North Pacific. "*Tai Koo*" was built in Hong Kong and started towing and salvage operations in 1950. This vessel wasn't modern, because the guys who designed her had just spent three years as prisoners of war with the occupation of Hong Kong by the Japanese forces. She was one of the last steam tugs built and one of the reasons I am featuring her in this column.

Her captain was Bill Worrall, a native of Liverpool UK, as a young man he had hoped to work for one of the big shipping lines based in Liverpool, "Blue Funnel Shipping Ltd." He actually started with the firm but got laid off during the depression and had to take jobs wherever he found a ship. Bill, through a series of jobs landed in Hong Kong and he was interned for one thousand, three hundred and thirty nine days before being released.

When "*Tai Koo*" was launched in 1950 Bill Worrall was the Captain and did for the remaining part of his working life, twenty years in total. During that twenty year period, Bill and "*Tai Koo*" did forty- two rescue salvage jobs in the South China Sea .



I discovered James Pottinger, one of my favorite model boat designers, made a two page plan of this vessel for modelers. I also believe there is more information on "Taikoo" in a 1997 copy of Marine Modeler Magazine. The plans are available at Cornwall Model boats Ltd. UK. On the net more information is available by Alan Loynd, Baird Maritime web site.



"Taikoo" was 170 ft in length and a beam of 35 ft., draft 14 ft. Built in Hong Kong was launched and went into service in 1950.

IN THE WORKSHOP

"CERVIA" is mostly finished in this picture, masts and rigging yet to be done. Also the fly bridge and davits needed to be added. Also still waiting for port lights to arrive. Tires are needed along the sides and that will be done soon. I have enjoyed the build!!!



IS SCRATCH BUILDING DEAD????

In the February issue of "Model Boat" magazine, there is an article, "Is scratch building dead?" That's a good question and really it's how you look at the hobby. Over the last 100 years we have seen continual progression, more tools and techniques available to the hobbyist. Currently we see 3D printers becoming affordable and making new discoveries for the hobby builders whether it's model boats, cars, trains or planes. Sixty years ago aerosol spray cans of paint was new and what a change that made building and finishing off any project. The development of styrene construction fifty years back was another break through at the time, continual change will always be with us in the hobby world.

My generation of young boys had a minimum of three years Industrial Arts at school which I believe really got a lot of boys using their hands building for pleasure. I am not sure that's the case today.

I write about wood and styrene construction because that's what I like to do. My workshop is set up as a wood working facility and using primary materials, Plywood, Yellow and Red Cedar stock, Oak, and Maple hardwoods. Glues and paints and clear coats. Small amounts of brass and aluminum stock as well just enough electronics to utilize Radio Control addition to my modeling.

Other modelers make or buy GRP hulls and develop their skills in different ways, it comes down to do what you enjoy creating with time and financial resources as model maker. When I am at the pond I love to see what others are buying, building and using. The one aspect that will never change is the trade of ideas we continue to see in the hobby world.

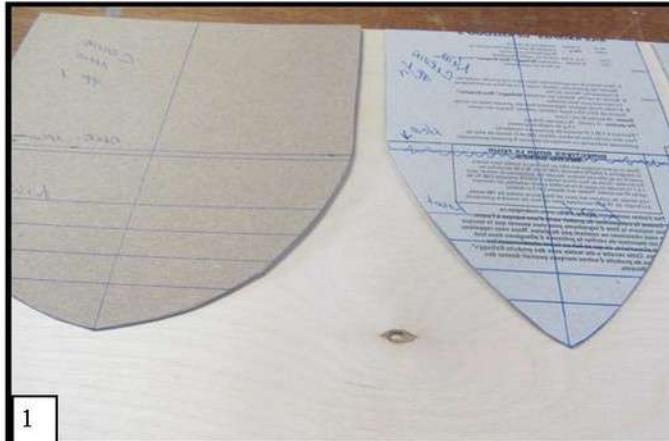
We received the Port holes from Harbor Models after waiting 31 days for my package to make five stops around the USA. Once it finally got to Richmond clearing it was here in 2 days. They went in well and I like the affect.



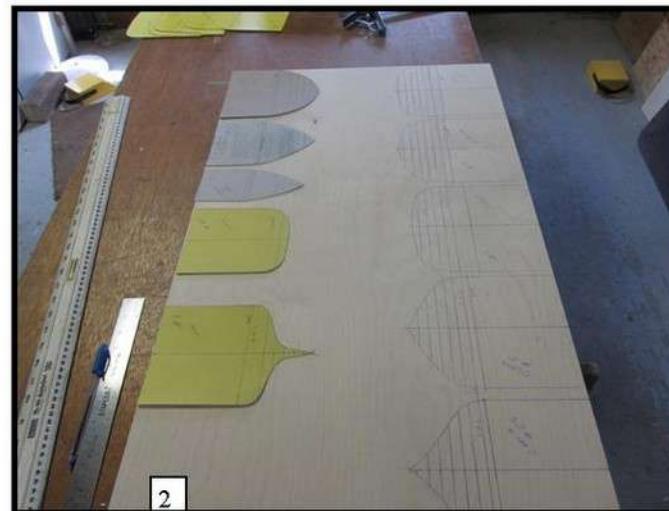
With our Winter getting extended through April, I decided to start another Tug and this time it's going to be "Sea Warrior" which you'll see on the next page. It's a local tug still operating at this time.

I am using patterns from a previous build, it's basically a generic hull for a vessel of this age. This will be worked at 5/16ths to the foot scale, giving me around a thirty inch model. I am guessing the finished weight will be about 10 pounds. Picture #1, #2 and #3 showing my patterns laid out on the 3 mil Nordic Birch plywood available at "Winsdor Plywood". Picture #4; I took advantage of a sunny day to cut the necessary yellow cedar strips needed during the hull construction. I started with a 2"x 6"x 40" which gives me enough for the boat. Once again I like to work with yellow cedar if it's available.

Thanks Dave for the board!!!!



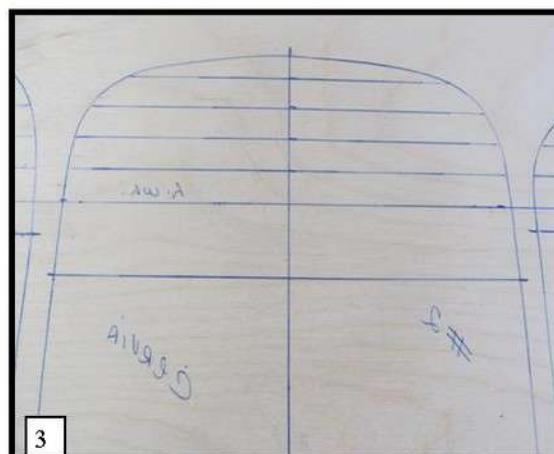
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“Sea Warrior”

Sea Warrior is part of the A-MIX LTD Marine Division based in New Westminster and Campbell River. The vessel was built in 1959 by Marine Industries of Sorel, QC.. Harold Elworthy's "Island Tug and Barge" of Victoria, BC. purchased the unfinished vessel and had it transported to Victoria. Island Tug was based where Point Hope is today, the vessel was completed and fitted out and became known as "Island Warrior".

Island Tug and Barge was acquired by "Genstar Ltd", which also owned McAllister Towing of Montreal and both eventually came up for sale. Denise Washington's Seaspan Ltd became the owner of Island Tug and Barge and the tugs name was changed to "Seaspan Warrior". In 1991 she was sold to Seatow Ltd for a nine year period. Once again sold to new owners, A-Mix Ltd. This firm has done needed upgrades and "Sea Warrior" is a busy tug for a sixty- three years old.

The specs. make for a great model with a good history and interesting paint job. Length 94.8ft., Beam 26.1ft. and 13.3ft Draft.



A Plea for the Lady Rose.

It has for some years been a hobbyhorse of mine that real history is not made by the posturing and promises of our "leaders", but by the continuing day-to-day support provided by the very ordinary workers of our civilization. I came across this idea in England, East Anglia, staying at the Crown Hotel, Framlingham, to attend the burial of my mother's ashes next to my father's by the tower of Bruisyard church. That's a tower that was built as a Saxon watch tower a couple of hundred years before the Norman Conquest, (1066 ad.)



Maybe even earlier.



Yes, those beams are Tudor.

Anyway, at breakfast at the hotel, I realized that I was in the same dining room being served by a pretty girl just as I would have been when it first opened, in the reign of Queen Elizabeth 1st. (Pretty girls make bill paying a lot easier!)

On the day King Charles 1st. was beheaded, there was breakfast in that very dining room, and as Nelson died at Trafalgar, as Napoleon retreated from Moscow, as Franklin froze in the Arctic, as the last spike was driven in the CPR, as Canadians fought Vimy Ridge, and as Hitler killed himself in his bunker, still, the Castle Inn, Framlingham, provided breakfast for travellers. Just to think what it takes to get bacon, eggs, toast, butter, preserves, small beer or later tea and coffee, to that dining room just about every day for over five hundred years. All those people lived their lives and did their jobs, unsung and unrecorded, but it happened.

The Lady Rose was a bit like that. The Union Steamship Company ordered their smallest purpose built ship from A. & J. Inglis, Glasgow. She was 105 feet long, 21 feet beam, at 199 gross tons. She was powered by a single screw driven by a 220 hp. diesel engine. In summertime, she could carry 130 passengers and 25 tons of cargo, in the winter she was downrated to 75 passengers. She could make 11.2 knots.

She was completed in March 1937, and launched under the name Lady Sylvia. Her first voyage was the most remarked, since she was the first single screw diesel ship to cross the Atlantic under her own power.

When she got to B.C. she went straight to Port Alberni, was renamed Lady Rose, and was to serve in Barkley Sound between Alberni, Bamfield, and Ucluelet, and points in between. That's what she did. For over 60 years! The companies that ran her changed, as did her crews, but her job didn't. She supplied a vital service to the communities and businesses in Barkley sound, week after week, no fuss, no headlines.



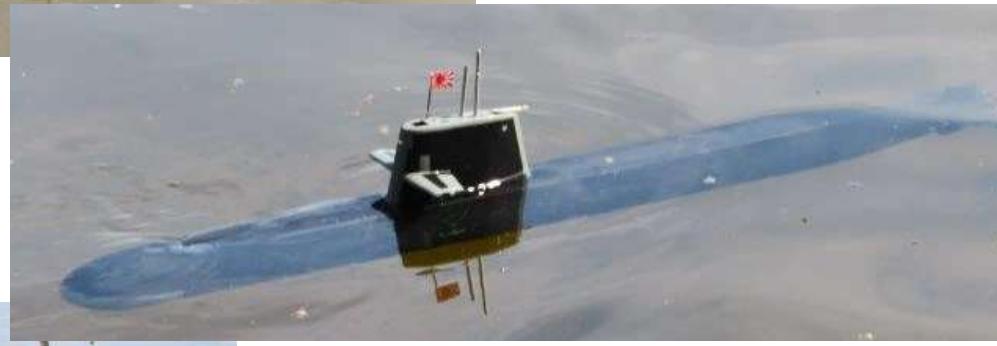
There's very little else about her history that I can find. As far as I can discover, she left Barkley Sound only for major maintenance/refits, until, in September 2019 she was towed to Sechelt, the last surviving ship of the Union Steamship fleet, to become a memorial to that company. At that stage she was sadly neglected after several schemes to restore her had failed from 2009 onward.

She is still moored in Porpoise Bay, Sechelt. Let's hope that she does get used in some way that keeps her name alive. If any of you know any more about her history, or have stories to tell about her, or pictures from her heyday, please let me have them. If you know of any models of her, or plans, tell me. It may be too much to ask that the actual ship gets preserved, but surely she is worth a model or four.



We're Finally Back, with Two Successful Sundays.

We ran our Battle of the Atlantic Commemoration last Sunday, and our first Denton Cup for two years this Sunday. Turnout was great, the VMSS is back! Here's some of the beautiful model boats we put on Harrison Pond.







The Denton Cup's over, but the fun continues.



