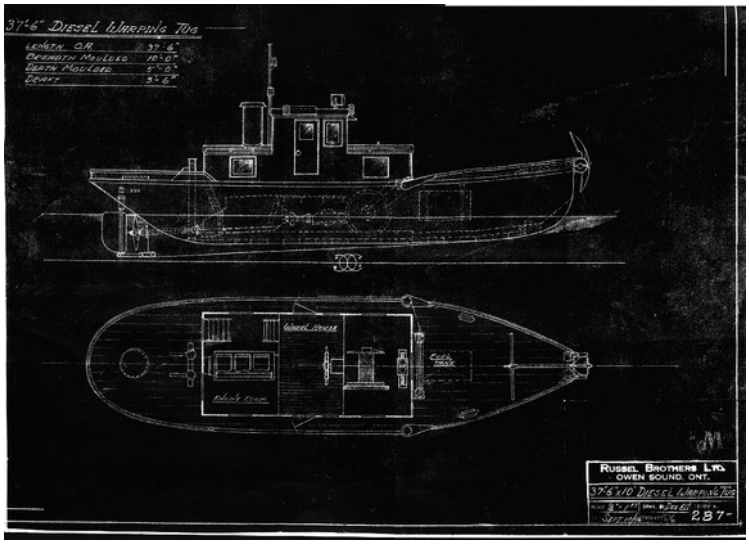
The Binnacle

February 2023 *Volume 45 Issue 2*

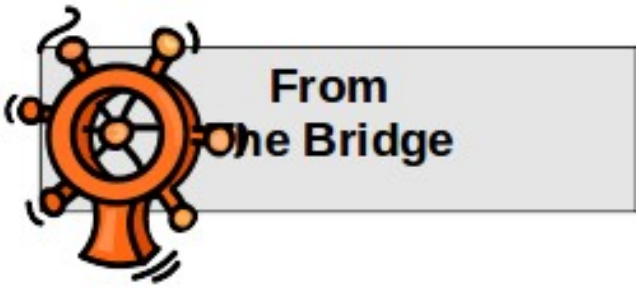
Ernest Reid

Ken Lockley's Progress on Beamsville



Edward White on TID tugs, Chants, and Empire-Fs.

Our Website is vmss.ca



Greetings All.

I would like to start off by passing along the sad news that long time member Ernie Reid passed away last month. Ernie was a great guy and built some wonderful models, he was willing to lend a hand around the club.
Reminder that there will be a survey coming out this month, please take a moment and have a say in what your club can do for you.
The days are slowly getting longer and hopefully he weather will begin to warm up soon. We have yet to determine an exact date for the $20 boat build, so keep building or tweaking your entries, it should be a good time.
Membership cards are available for paid members, contact Bill or Bev Andrews to arrange for pick up, the pond on Sunday would be an option.
Reminder that the general meetings will be by Zoom until the April meeting which will be in person at St Peters Church.
Hope to see you all on Thursday for the Zoom meeting.

David.

2023 Executive Committee

President: Dave Nelson	812 1942
Vice-Pres: Mike Claxton	479-6367
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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)

On The Radar

There will be a Zoom meeting this coming Thursday, Feb 9th.

The next in person meeting will be April 13th.

The opening events this spring will be the $20 boat build competition and the Battle of the Atlantic Commemoration, Dates to be Announced.

Regular General Meetings
2 nd . Thursday, 7:30 pm. St Peter's Anglican Church Hall, St. Peter's road, Lakehill.
Next meeting 13th, April 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.

Ernest Reid

Ernest Campbell Reid of Sidney died at SPH on January 14 with family at his side. Ernest was born in Falkirk, Scotland in 1935. He was predeceased by his parents Joe and Jessie (Campbell), only sibling Ross and wife Hearsey. Ernest is survived by his wife Nadia Greschuk, sons Ian (Heather) and Paul (April), daughters Carol (Dennis), Christine and Maureen (Jeff), nephew Ronald in Scotland, grandchildren, and great grandchildren.

Ernest immigrated to Newfoundland in 1962 after military service with the BAOR, stationed at Osnabruck and following British Merchant Marine service. He worked for the Ministry of Transportation as a Radio Operator on ice breakers and shore stations. Ernest retired after 31 years from Gander Flight Services. In 1965, while onboard the CCGS John A. Macdonald, Ernest radioed the ship's position to the Halifax supervisor who gasped, "Holy smokes…he's off the map!" The position was latitude 84.5 ° North, a record for this size of ship.

Ernest was influenced by his father's Labour politics. He served as director of the Canadian Professional Radio Operators Union. In 1988 he represented the Union on the Federal Govt. Equal Pay Study in Ottawa. This is where he met Nadia and lifelong feminist friends.

Golf was in his veins from childhood. Ernest proudly apprenticed to John Panton MBE (Ryder Cup player). Wherever he played, his sweet drive was admired: Goose Bay, Gander, North Sydney, Ottawa, Gatineau and the Saanich Peninsula. Ernest's golf game was challenged when he joined the Saskatoon Golf & CC. He was proud to represent Sask. on the senior golf team to the 1997 Canadian National Championships in Truro NS. Ernest finished seventh in the individual championship.

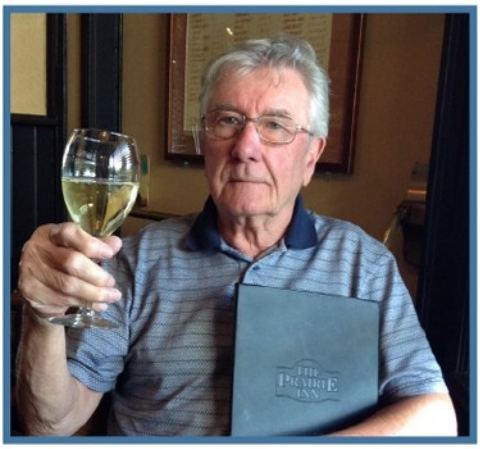
Settled in Brentwood Bay in 2005, Ernest joined the Victoria Model Shipbuilding Club. He spent hours in his workshop turning out RC model ships. He was proudest of his scratch built 1:96 scale model HMCS Labrador (later the CCGS Labrador). Ernest sailed on her during icebreaking duties in Lake Melville and the Labrador coast. He continued shipbuilding after moving to Norgarden in Sidney.

By request no ceremony. Donations to BC Cancer Foundation or BC SPCA are welcome.

INVITATION

Casual Tribute for Ernest Reid

August 4 1935 - January 14 2023



Monday February 20

2 to 4 p.m.

Zanzibar Café

1164 Stelly's X Road, Brentwood Bay

Appetizers & Beverages

Please RSVP by February 13

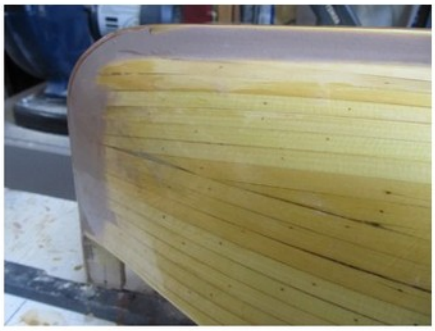
to Nadia Greschuk nadiag@shaw.ca

or 778-351-1342

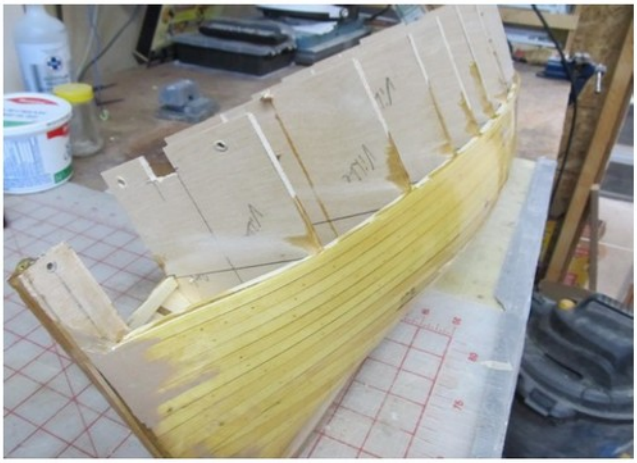
IN THE WORKSHOP FEBRUARY 2023 by Ken Lockley

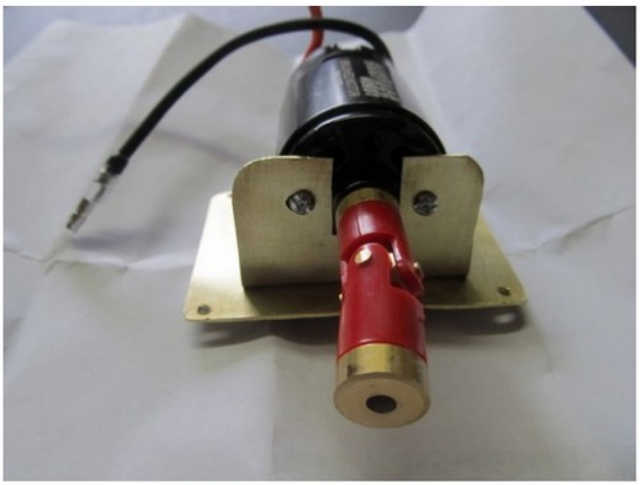
This month we are experiencing a new computer and Publisher 2023. There's a new learning experience which I hope to get on top of in the next few months.
As you can see by the picture, the "Beamsville" is the current project and will be for the next few months. The project has had a series of delays which hopefully are behind me now.

The Second layer of planking is now complete and I am installing a rubbing strip from the stem to the end of the skeg. This adds some protection and finishes off the hull very nicely. I am always amazed at the characteristic of oak wood. The piece you see here was only soaking for a few hours in a water bottle and look at the bend I was able to make. Very easy to work with for sharp bends

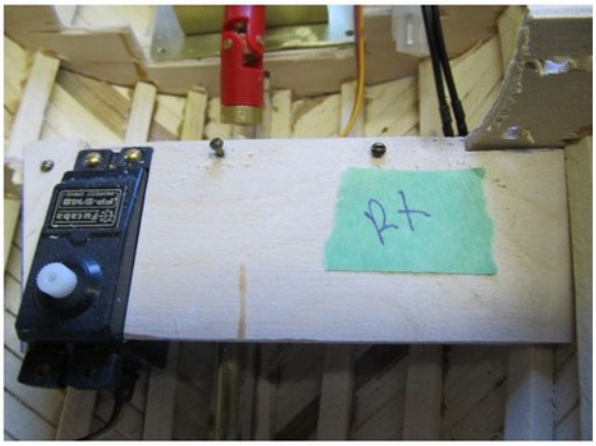


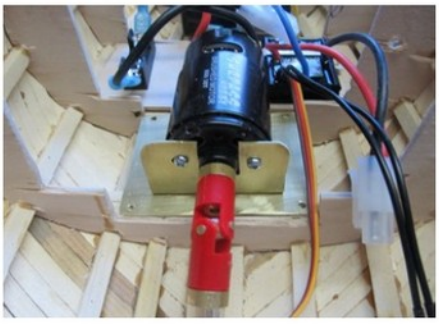
The hull is finally ready for an Epoxy coating using Aqua-Set you see above . This was purchased at Industrial Plastics for about $40.00 which I find is enough for 4 models in the 30 inch range. I apply 2 coats on the outside of the hull and then turn over, two inside the hull before fitting the motor, shaft and electronics .This process has worked well for me over the last 1/2 dozen models . The gloss coat you see here will be sanded with wet with 240 grit paper in preparation for painting.





These pictures are pretty self explanatory.
The hull is now off the building board and ready to cut out all the waste material .
As you can see, once it's cleaned it's easy to visualize the deck beams all in place .
A few hours setting up the mechanics of the vessel is really an interesting aspect, and my favourite part. The motor bracket shows a little metal fabrication.
Also installing some of the small electronics and at the same time realizing once the deck is on some of this will be harder to see. The deck will be plywood and I haven't decided yet whether to make this an all wood boat or make the cabin structure out of Styrene. At the present time I am thinking wood as it's a long time since I have built an all wood vessel.

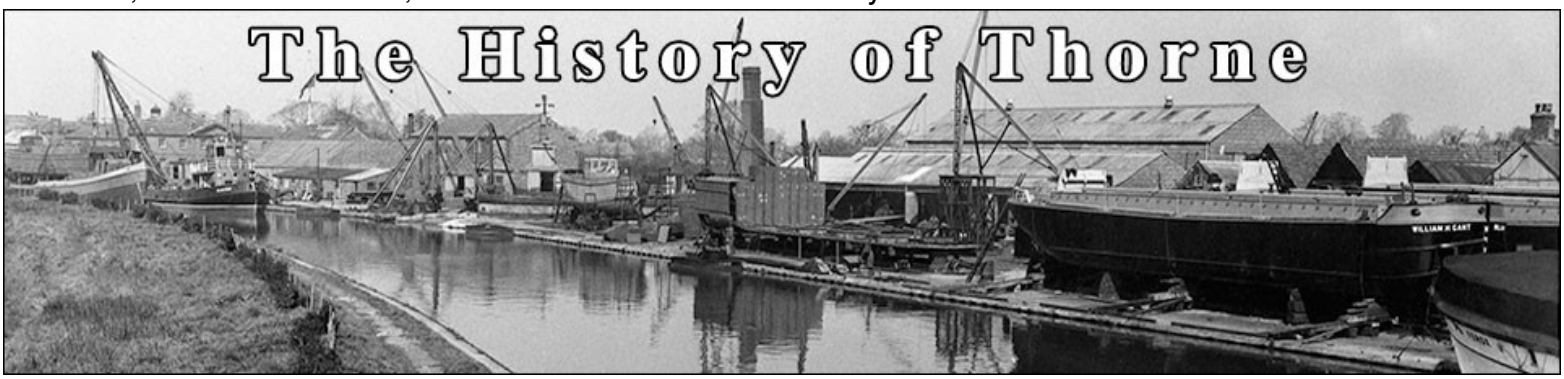




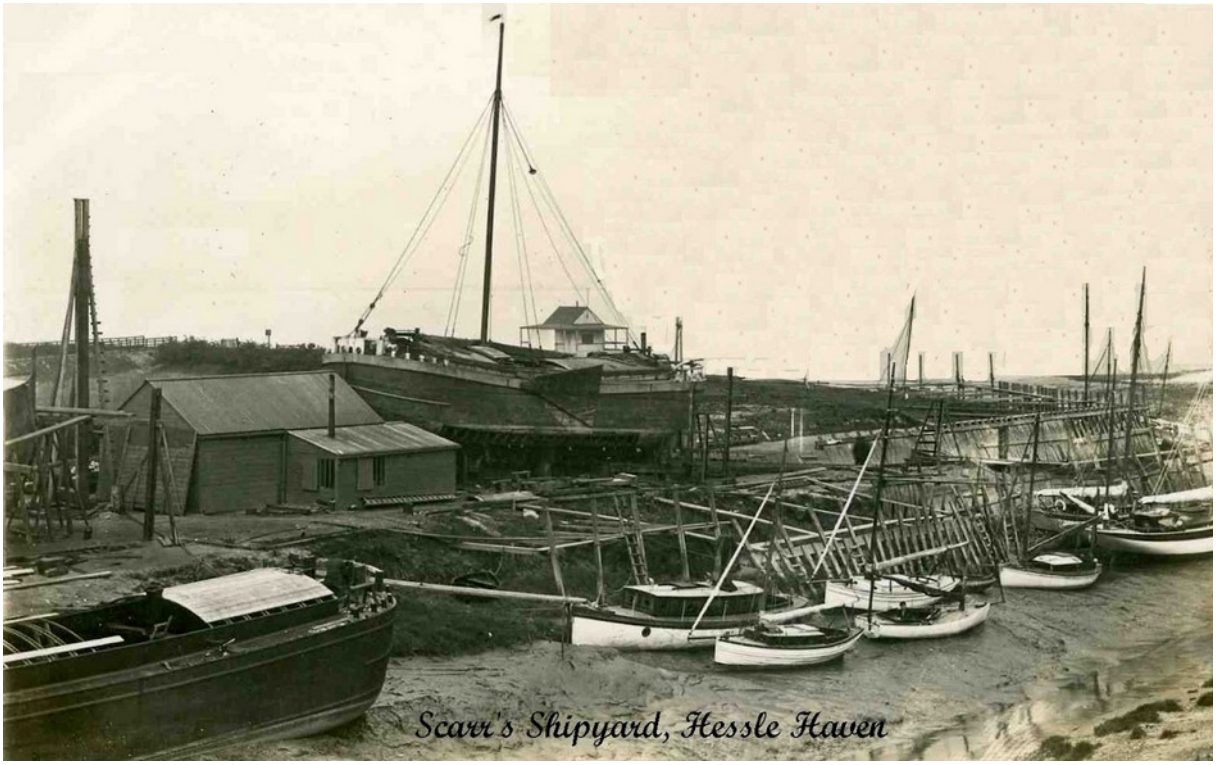
Here are some details on mechanics going into the vessel.
I plan on using a 6 volt gel cell battery , the added weight of the gel cell just means less lead needed. I am using a Viper 15 amp Speed controller and 4 mil. Shaft with a 4 blade 40 mil. propeller. See you next month. Ken

Of Tids, and Chants, and Empires.

In 1933 a shipbuilding company, Richard Dunston Ltd. began using welding as a substitute for riveting steel plates in building smaller ships. They had two facilities, one at Thorne, a suburb of Doncaster in South Yorkshire, and one at Hessle, near Hull on the Humber estuary.



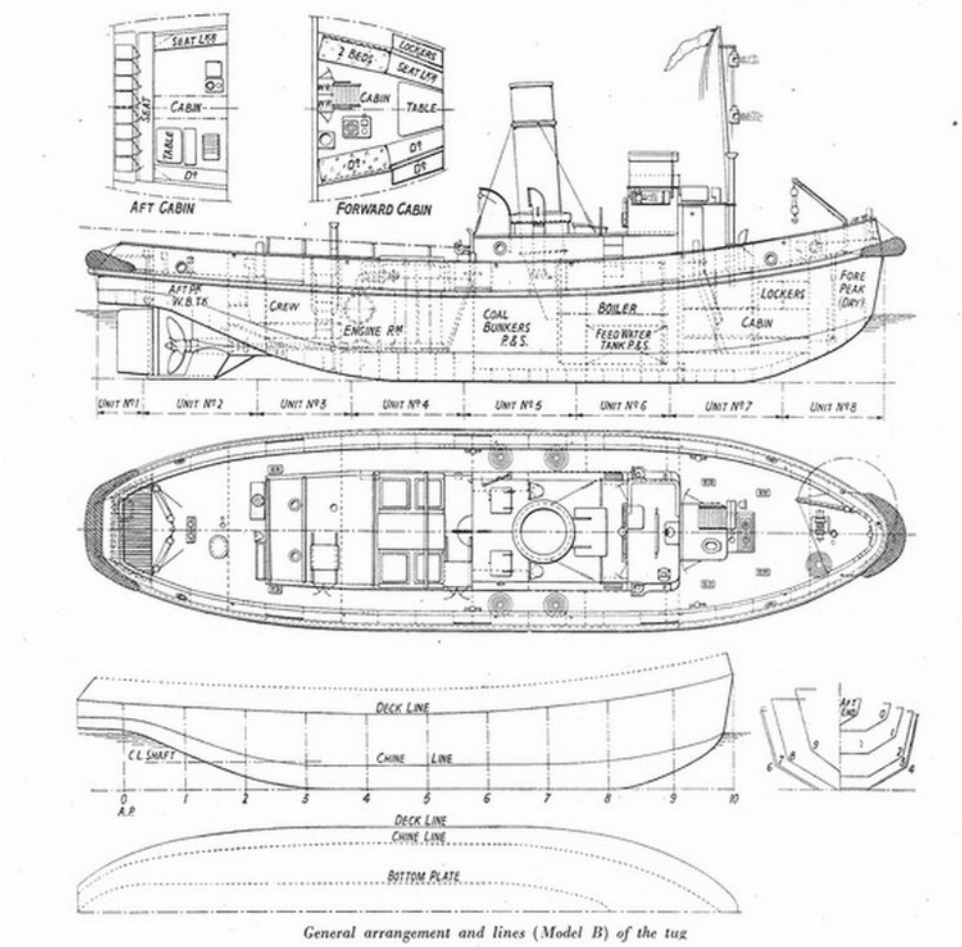
The Thorne yard was on the Stainforth and Keadby canal, which connected the Don river with the Trent, making a navigable route all the way from the steel plants in Sheffield to the sea at Humberside.



The Henry Scarr yard at Hessle had been bought by Dunston's in 1933, but Dunston's continued to use the original company name until the 1960s.

In 1941, the British Ministry of Transport and Ministry of Shipping were merged to form the Ministry of War Transport under Frederick Leathers. By the end of that year, the Battle of Britain and the Blitz were over, and the United States were fully committed to the war after Pearl Harbour. It was time to work on the future, and the plans for the invasion of Europe and after.

The new Ministry, in conjunction with Dunston's, came up with the design for a Tug, Inshore and Dock, that would be pre-fabricated in inshore fabrication and machine shops, using freshly trained welders, largely women, and avoid taking up overstretched shipyard capacity on the coasts. Dunston's got the first order for 12 in 1942. They were to be 65 feet long, 17 feet on the beam, 7 feet 4 inches in draught, and powered by a 220 horsepower, two cylinder steam engine burning coal.



General arrangement and lines (Model B) of the tug

They were to be pre-fabricated in 10 foot long sections, to be transported by road to the Thorne yard, welded into complete hulls and launched there.

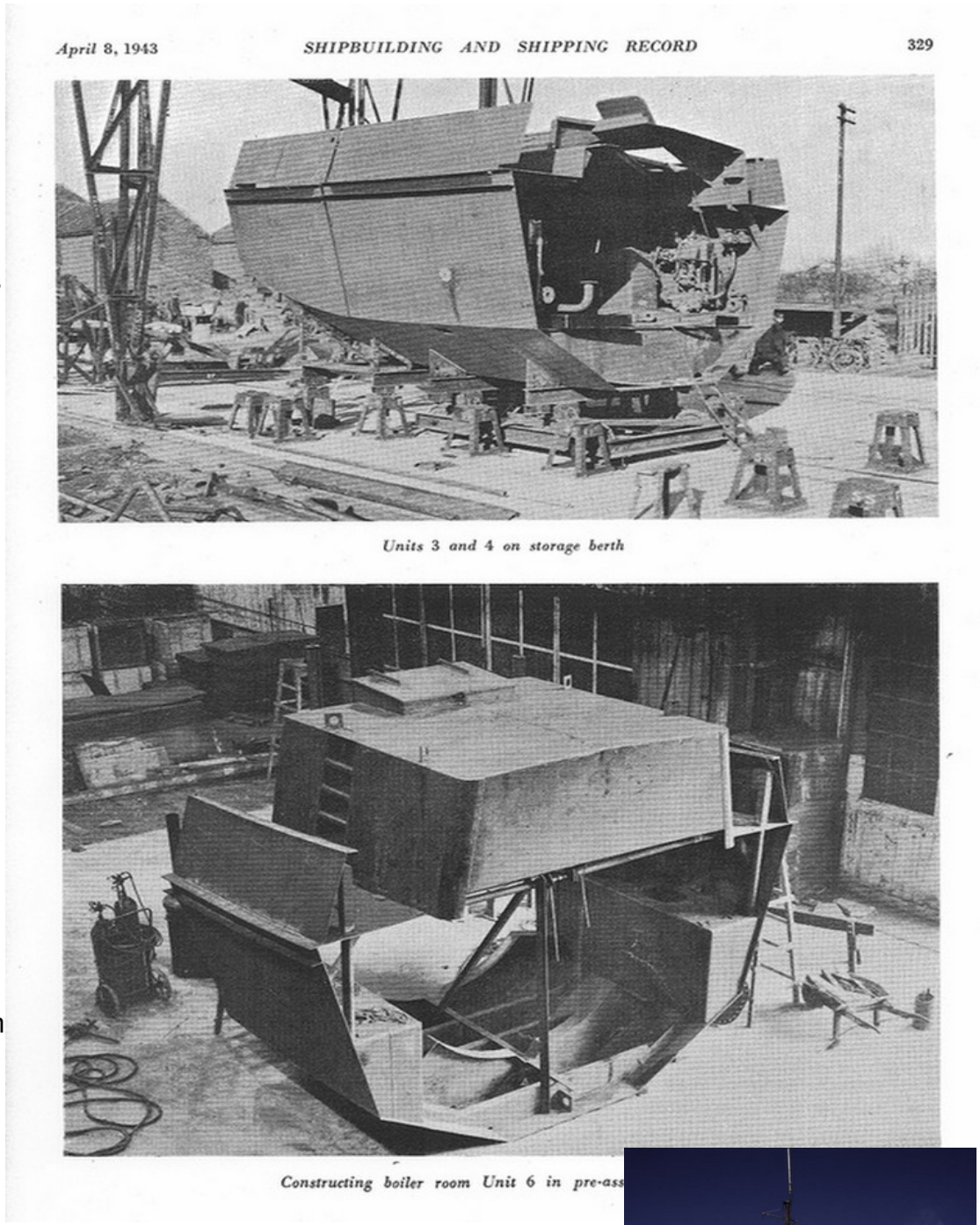
Then they were to be towed to Hessle, where their engines and boilers were installed.

Each tug's maiden voyage was to be back to Thorne for final adjustment and finishing, and then to tow the next hull down to Hessle.

The sections were allocated between five different companies, each company specializing in two different sections so that if any of the companies were put out of action by bombing or other problems, there would be no interruption in manufacture of that section.

There was a uniqueness to the entire process in that sections were fabricated in jigs to drawings much more detailed than any shipyard would have required. But they were a huge success. Dunston's went on to produce 164 of these tugs by the war's end, one every five days or so, and another twenty-three were constructed at Pickersgill's in Sunderland

After the first 90, the remainder were built to burn oil rather than coal, because they were being shipped for service all over the world, and generally oil was easier to get and to load than coal.



April 8, 1943 SHIPBUILDING AND SHIPPING RECORD 329

Units 3 and 4 on storage berth

Constructing boiler room Unit 6 in pre-ass

The Medway Maritime Trust in the UK have a list of all the

TID tugs and their history, it's a great site to visit along with steamtugbrent.org. Both have a wealth of pictures of the tugs.
Many TIDs had long lives, extending service even into the twenty-firstury for a few, and at least two are preserved today, TID 164 at Chatham Historic Dockyard, and TID 159 (Brent) at Maldon in Essex.

Two of the earliest, TID2 and TID4 came to Canada as Irving Fir and Irving Pine. For more you'll have to work on the list above for yourself. Here's TID4 "Irving Pine"

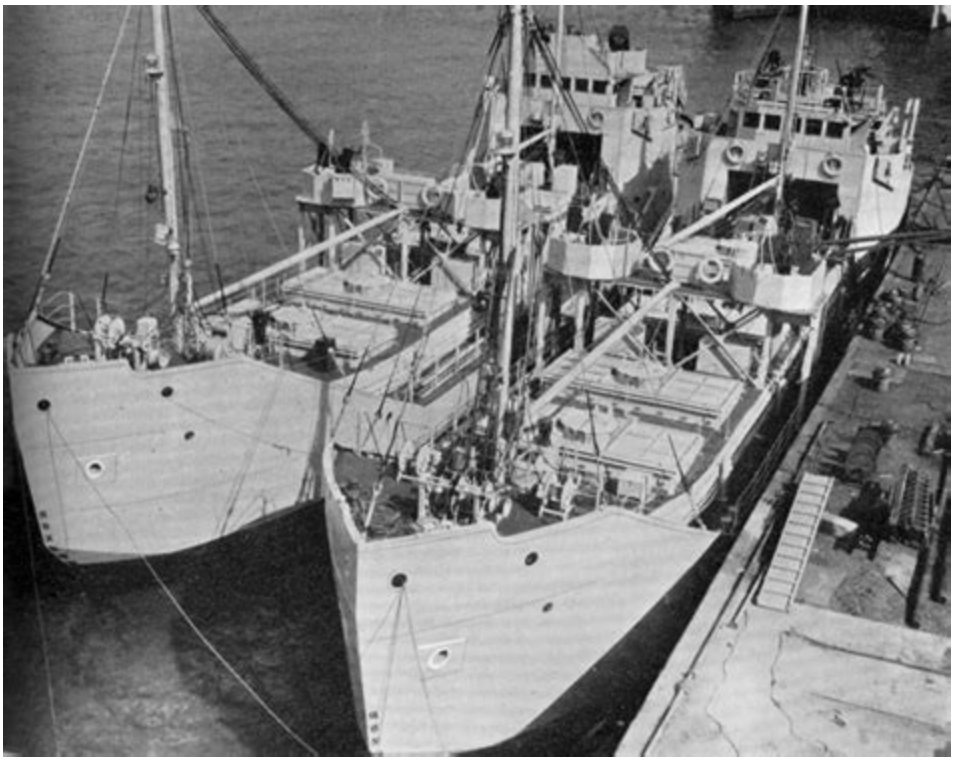
There are kits for models of the TID tug at Mobile Marine Models and Sarik Hobbies in the UK, and there are two different plans available in the Model Maker plans at Sarik and Cornwall Model Boats, a 1:24 scale (MM1146) , and a slightly simplified smaller plan, the Tiddler by Vic Smeed (V104).

The successful building of these tugs, their wartime work, and their post-war service around the world, is a sufficient story in itself, but they are even more significant in that they were the first venture of British shipbuilding into the techniques of mass production.

The success of the TID construction programme led quickly to another design, the CHANT (CHANnel Tanker). These were built specifically to carry across the English Channel the vast quantities of fuel that would be needed by the invasion forces as they crossed Europe. An existing vessel design for a 148 feet by 27 feet beam hull was adapted to a straight line sectional construction, there being 28 pre-fabricated sections to each hull.

Engines were to be 220 horsepower diesels. The hulls were to be flat bottomed so they could be beached for off-loading if necessary, and double

hulled to minimize leakage. There were four sub-divided oil tanks in the hull, and a single mast and derricks to handle oil in barrels as deck cargo. They could make about 7.5 knots and carried a crew of 7.



These were much too wide to be built at Thorne. The locks on the canal were only 21 feet across. So Dunston's made the centre of operations for the Chant programme at the Hessle yard. Hence they are listed as being built by Henry Scarr. And the sections were much bigger, mostly twenty feet long in place of the TID's ten feet. So the pre-fabrication was concentrated in the Hull area. But I have to believe that the ideas flowed from the pencils of the same drawing office as the TIDs

A total of 43 Chant tankers were built and launched between February and May 1944. But they proved unsuitable for open beaches, for without ballast or cargo they were quite unstable, and three capsized in June 1944. The Chants were restricted to off-loading in the "Mulberry" harbours built to support the invasion, until more stability calculations could be made, but there they still performed admirably.

But Operation Pluto succeeded in putting a pipeline in place between England and France, reducing the demand for the tankers. So the design was modified to take dry cargo, double hulling only the bottom and leaving a single skin on the sides, adding a second mast and derricks, and a 300 horsepower diesel engine. They could make 8 knots, and were distinguished from the Chants by having names formed from "Empire--F.....". Once the ballasting necessity was understood, they were excellent coastal ships and both types went on to civilian service, some staying operational right into the 90s.

At least three came to Canada, Empire Fang, Empire Fathom, and Empire Fabric. Empire Fathom still exists as a wreck off Seal Island, Nova Scotia.

I have not found any model kits or plans for either the Chants of the Empire-Fs but some of the original drawings still exist and there are lots of photographs.

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