



The Binnacle

February 2024

Volume 46 Issue 2

**Ken Lockley's return to
The Manxman.**



**Edward White starting
Towards the Princesses**

**We're Meeting in Person This Month
This Thursday, 7:30 pm.
St. Peter's Anglican Church Hall**



From The Bridge – February 2024

February is now upon us and we look forward hopefully to early spring weather with a little more warmth and sunshine at the pond. Looking at the weather patterns east of us we are fortunate to have chosen this area as home.

It's time to tidy up the boats and perhaps consider updating those old batteries – they do get tired and you can be surprised how a new battery or a properly charged one can make for a more enjoyable trip to the pond. We have witnessed a few frustrated members arriving only to find the battery didn't charge properly or a loose connection is just waiting until your good old faithful has reached the middle of the pond. We are lucky to have a mix of boats so far that there is usually one that can retrieve your boat. The last couple of Sundays the water in the pond has remained clean – no problems with jammed props or rudders.

Our meeting on Thursday will be back as an in-person at the church hall – Mark is unable to come to give us some assistance with wiring your boats – he's fully involved with another R-C car group up island the following weekend. Calvin will bring some of his 3-D printed models and give a short outline of what is involved.

We hope to run two Denton Cup events this season – first one is planned for after the Battle of the Atlantic tribute. There are other events that will be published shortly when information is available. Calvin has removed the wharf arrangement to allow it to dry out and give it a bit of an upgrade.

I hope everyone has had a look at Facebook and seen the Club page as well as the page that Rick Gonder has – he adds a lot of material to our page – interesting boat building still going on.

See you at the pond,

Mike

2023 Executive Committee

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On the Radar!



Regular General Meetings
 2 nd . Thursday, 7:30 pm. St Peter's Anglican Church Hall,
 St. Peter's road, Lakehill.
 Next meeting 8th. February **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, Lake Point Park.
 Westhill Drive

IN THE WORKSHOP:

FEBRUARY 2024

BY KEN LOCKLEY



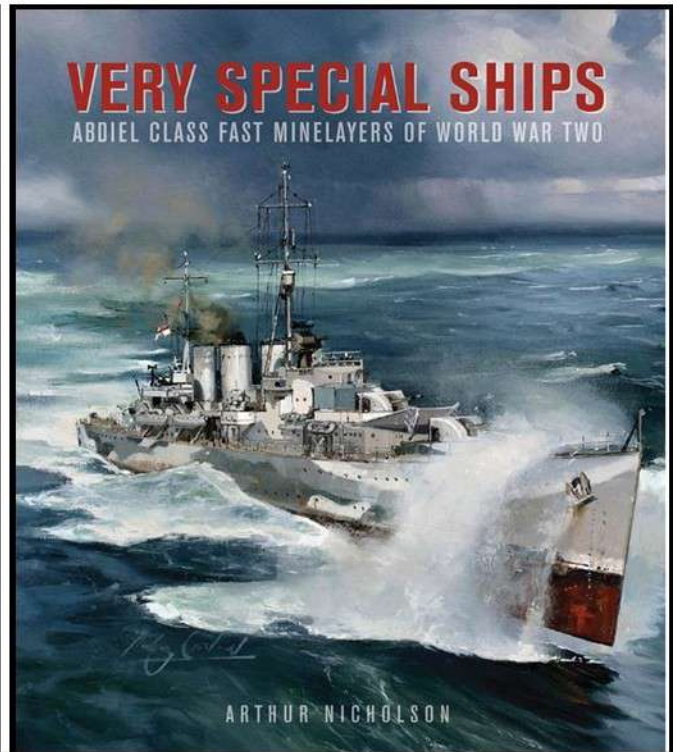
The picture above is H.M.S. Manxman from the “Imperial War Museum” Collection. About six years ago I started to build this vessel in 1-1.24 scale resulting in a 41 inches hull. For several reasons I never got the model completed, so it became another “UFO”. I have now started to finish the model as the workbench project is just about wrapped up. After building several tugs I am looking forward to the change. The light weight of a warship in comparison to tugs allows me to go up to about 40-45 inches in length before I get to my 10-11 pound weight limit.

Last night we watched the 1953 movie “Sailor to a King “ which featured the “Manxman” as a German raider called “Esson”. It’s a good old flic that you likely saw many years ago. There are some good shots of H.M.S. Manxman and it’s a decent story to boot.

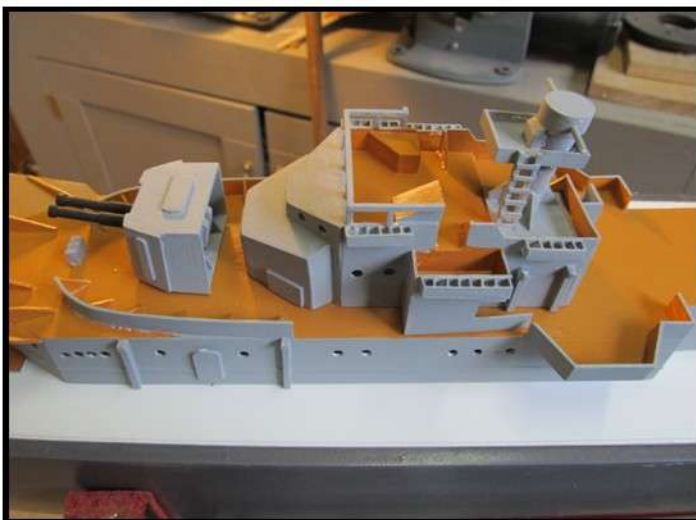
I plan on doing a little inventory on what I need to get this model ready for “Harrison” and our “Battle of Atlantic” celebration the first Sunday in May. VMSS past president Dave Taylor in his youth served in the RN and was on the Manxman in the 1960’s. The ship was scrapped in 1972 and was the last one in service out of the five built for wartime service.

Back in 2018 I purchased the book to the right before starting to build "Manxman". I didn't have plans for the vessel so I decided that I better have as many pictures as possible. At that time I also found there was a paper model kit available and I managed to download some necessary lines from that source. The book also had some profile drawings.

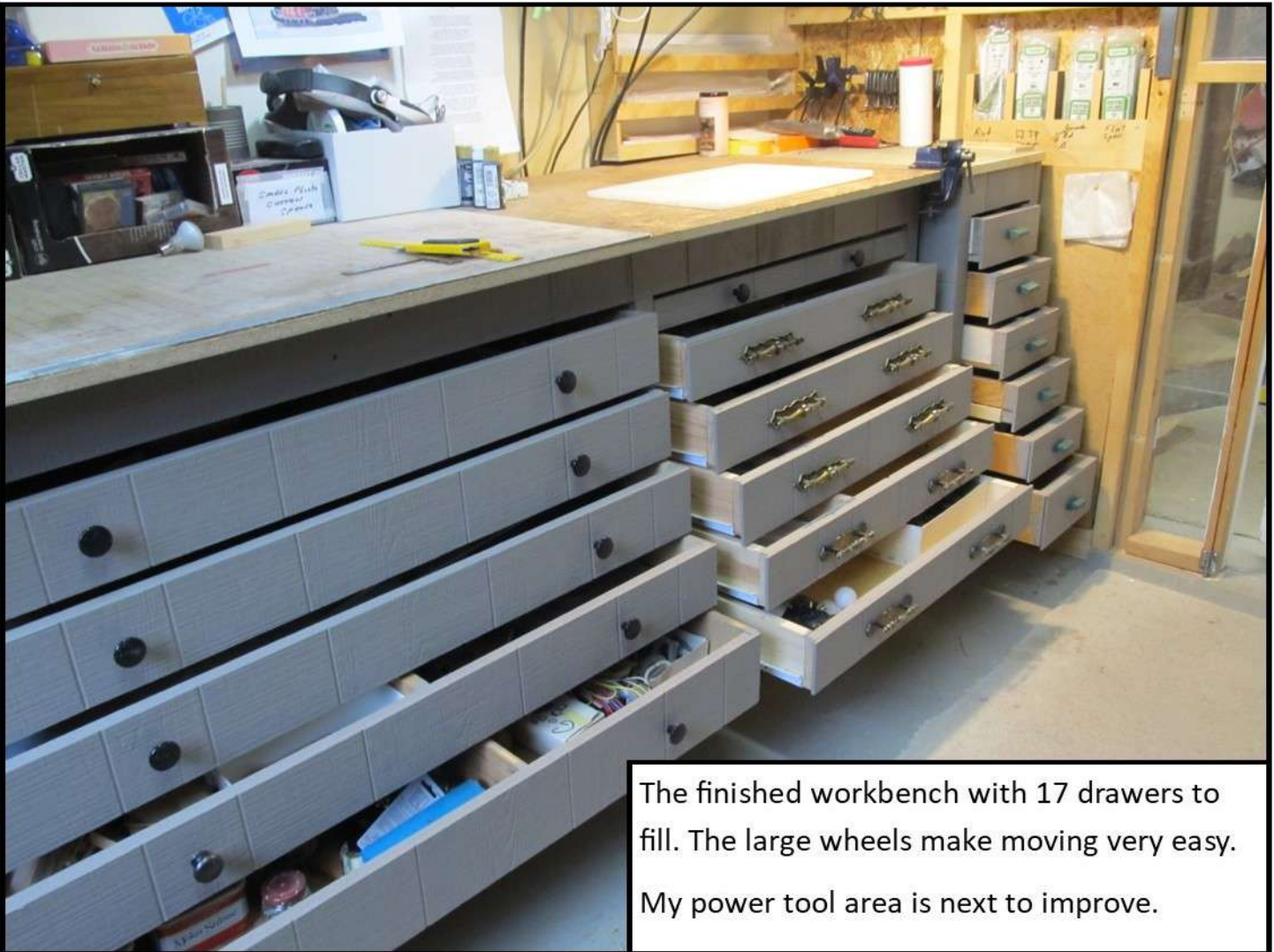
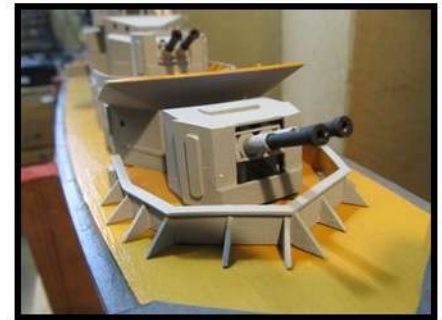
The book highlights all six Abdiel Class light cruiser's. The author, Arthur Nicholson is an American living Texas who has been collecting material for this book for many years . A good purchase for me !!!



As you can see by the pictures on this page I have made some good progress. During the cold snap I was able to work in my small (warm) workshop, first doing styrene parts needed and also some of the painting . I have a TV in this part of the shop so I made a point of watching WW2 movies keeping me inspired on the small details of British Warships.



There's a long way to go with this warship. There is so much small detail to add plus the railings which I am not looking forward to as I haven't any previous experience to draw on. The decks look a little bright with strong lighting come on to them.



The finished workbench with 17 drawers to fill. The large wheels make moving very easy. My power tool area is next to improve.

British Columbia's Princesses

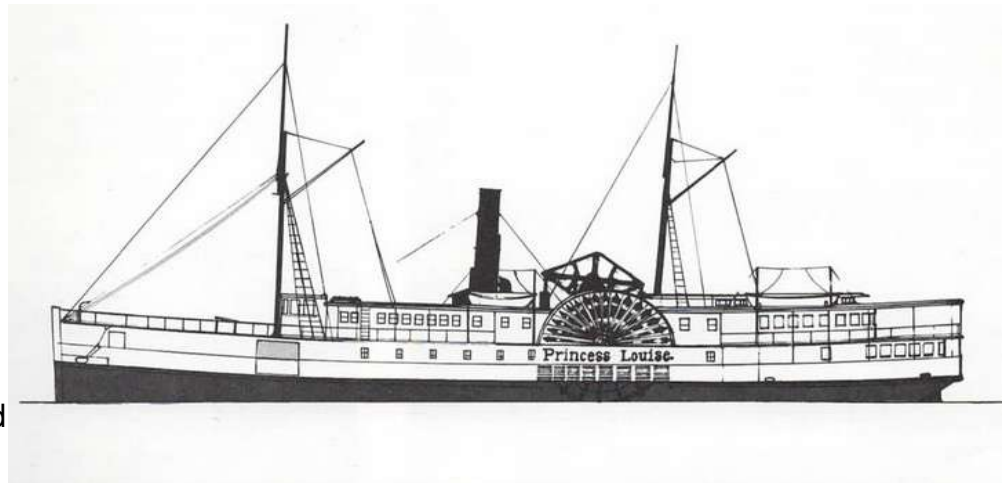
After finding out the story of the Princess Maquinna last month, I feel the need to know more about the whole history of the mini-liners built for the West Coast that carried the name Princess ".....". So my Christmas book token got spent on a copy of "Pacific Princesses", by Robert Turner. I think part of the essence of boat modelling is finding and knowing the stories of what you are modelling, and the Princess ships are such an integral part of B.C.'s history that they deserve some space in every VMSS member's mind. So I am going to try to produce a sketch of each of these beautiful ships and their stories. They are well documented, especially in Robert Turner's book, with more sources in wonderful Wikipedia and both the Vancouver and Victoria Maritime Museums, and any one of them will make a model to be proud of.

I think this is going to spread over a number of articles, and I already know that I won't be able to resist some of the side stories that arise. So the only way to start this is to step out into the road, and see where it sweeps me.

THE FIRST PRINCESS LOUISE.

There's a surprise, I knew about the Robert Allan designed Princess Louise, his first major design work after moving to B.C., but not that there was a paddle steamer of the same name earlier in the history. I didn't know that it also had one of the irresistible side stories.

So the first Princess Louise was a sidewheel paddle steamer with a single cylinder walking beam engine. The diamond shape framework behind her funnel in the drawing is the walking beam referred to. There's a good short animation of a walking beam engine on Youtube that shows how it worked. The steam cylinder was 46 inches in diameter and 11 feet stroke, set under the forward end of the diamond. It would produce a maximum of about 350



The First Princess Louise

horsepower. She was 180 feet long, 30 feet wide, with a depth of hold of 12 1/2 feet. She was rated at 971 gross tons.

She was built in New York and launched in 1869 as the Olympia for George Wright, a steamboat operator in Puget Sound. She took 75 days to steam around Cape Horn to San Francisco, and then went north to Olympia, Washington. She started service almost immediately on the Victoria/Olympia



Model of a Walking Beam Steam Engine

AN ILLUSTRATED HISTORY OF CANADIAN PACIFIC RAILWAY'S PRINCESS FLEET ON THE NORTHWEST COAST

ROBERT D. TURNER



run, (December 7, 1869). This run had been a huge financial success for Wright and his partner Finch and included an annual mail contract, making it a virtual gold mine.

But in April 1879, a Captain J.T.Nash underbid Wright and Finch on the mail contract, to take it over on July 1st. He got the backing of the brothers Starr from Portland to complete the half-built sidewheeler Tacoma in time to take over the contract and compete with Finch and Wright on the Victoria/Portland run. When Tacoma was completed she was renamed Alida, the Starrs took over Nash's interest in the mail contract, and Nash started to run another, smaller ship, Varuna, in alliance with the Starrs. Edwin Starr completed his Master's license and the Starrs bought another larger steamer, Isabel.

Finch and Wright's first response was to return an older ship, Eliza Anderson, to the run to undercut the Starrs on freight and passenger rates, but Isabel proved to be speedier than Eliza Anderson and Finch and Wright were forced to put Olympia back on the service to compete. The Starrs ordered another, still faster and cheaper to run than Olympia, named North Pacific.

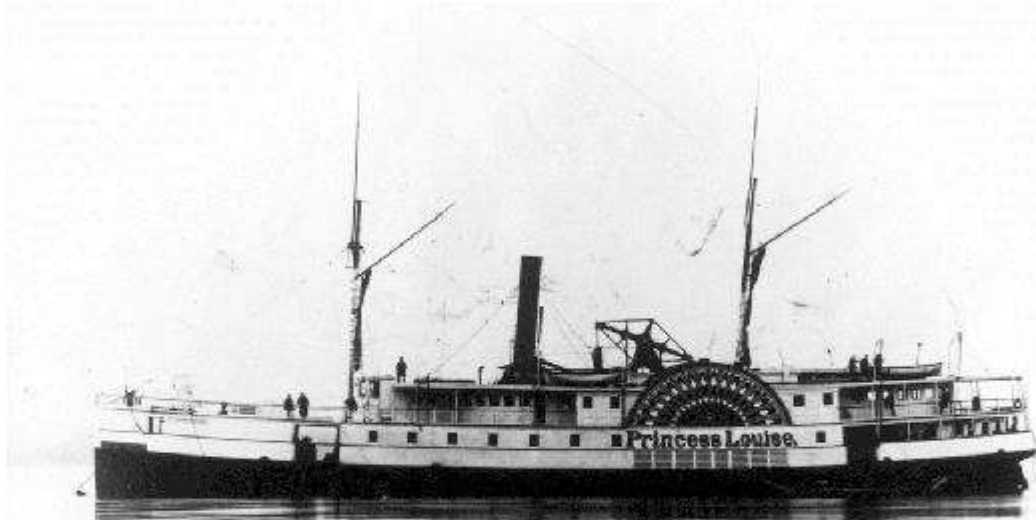
North Pacific was completed in June, 1871, and brought to Victoria for the start of sea trials. In the meantime, Finch had decided to stage a race to prove that Olympia was still superior. He actually had Olympia's coal sorted by lump sizes. On June 27 both ships were due to run to Port Townsend. Finch delayed his start till the afternoon, when North Pacific was due to run. They were neck and neck almost all the way, but North Pacific drew slowly ahead towards the end, and won the race into Port Townsend by 13 minutes.

This was getting expensive for both parties, and they now realized that neither was likely to be able to force the other out. The only real winners were their customers. So they got together, and agreed that the Starrs would buy the dock and warehouse in Olympia and pay Finch and Wright a subsidy to stay away from the Victoria/Olympia run. Finch and Wright decided that this was quite a good way to be in business, and took Olympia to California for the next seven years. There they picked up another such subsidy from a California rival.

By 1878, the Starrs decided to terminate the subsidy, and Wright came back with Olympia to Puget Sound. By that time the Hudson's Bay Company was in the middle of a competitive struggle with John Irving, between Victoria and New Westminster and then up the Fraser to Yale. They bought Olympia from Wright to beat Irving's sternwheeler Wilson G. Hunt. They re-registered Olympia in Canada and in May the following year, changed the name to Princess Louise. Princess Louise was the daughter of Queen Victoria and was married to Canada's Governor General, the Marquess of Lorne and Duke of Argyll.

Princess Louise went straight into cut-throat competition with the Hunt on the Victoria/Mainland run, forcing the rates way down.

That competition was limited by the seasons and the different capability of the two ships. The sternwheeler Hunt was not as capable as the Louise in rough open water, and Louise was in trouble above New Westminster when river levels dropped in good weather. So the two companies got together and settled the



dispute. Hudson's Bay was to have the monopoly from Victoria to New Westminster and Irving would reign unchallenged on the upper Frazer.

In August 1879, the Louise was taken off her regular run for a few weeks to run an excursion cruise right around Vancouver Island, maybe the first such cruise to take place, and pointing to the possibilities for tourist traffic in the future.

HBC and Irving decided that working together was the right way forward, and in 1883 they formed the Canadian Pacific Navigation Company. John Irving was in effective control, but HBC held around 30% of the shares, transferring ownership of three steamships, one of them the Princess Louise, in return.

The background to this was that the Canadian Pacific Railway was active in its march across the prairies and through the mountains. Although it was to be another four years before the first passenger train reached Granville, (now Vancouver), it was obvious that the railway would bring a huge expansion to the B.C. economy, and the Granville/Port Moody area was growing rapidly in anticipation. (Princess Louise had actually transported the first group of Chinese labourers recruited for the railway's Frazer valley stretch to New Westminster in 1881.)

After her first run for the new company up to Alaska in March 1883, Princess Louise was rebuilt with new boilers from Albion Iron works in Victoria by the new company. The company announced in May that she would return to service on a new route between Victoria and Port Moody. The ship completed her refit by December, and started on the new route right away.

By 1887, Vancouver was the second largest city in B.C., after Victoria, and the two cities were locked in bitter rivalry over the future capital of the province. It went so far that Vancouver's mayor of the time, wanting to discourage railway passengers from onward travel to Victoria, actually denounced Princess Louise as unseaworthy. John Irving struck back with threats of a libel suit and banning the mayor from travel on any of the company's ships. Flare-ups of the feud between Vancouver and Irving were a continuing feature of the rest of CPN's history.

In the 1890's the competition grew fiercer as new screw driven ships with compound or even triple expansion engines proved much more economical than the paddle-steamers. The Princess Louise was relegated to freight based services, serving especially the growing fish canneries on the Northern B.C. coast and Alaska. But in 1897, gold was discovered in the Klondike, and the great gold rush was on to Dawson City. That opportunity was irresistible to Irving, who diverted a large number of his ships from their regular routes to take advantage of it.

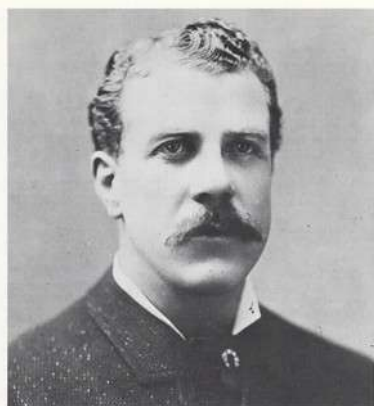
He also wanted to establish a new riverboat service on the Yukon river, which was navigable up to Dawson in the summer. He built a new sternwheeler, the Yukoner, in Victoria and shipped her, in pieces, to St. Michael in Alaska, to be assembled and finished there. He took the Princess Louise to St. Michael to take command of Yukoner on her maiden voyage up the Yukon river to Dawson, a flamboyant 14 day, champagne-fuelled run. It tells us a lot about the conditions that 8 of those days were actually spent steaming, the other 4 were cutting wood for fuel. On his return to St. Michael, he collided with the anchored steamship Danube during some over-confident ship handling, and decided to sell the Yukoner on the spot.

The juggling of ships around didn't make him popular with his regular customers, who were looking for reliable scheduled service. In the 1890's the competition grew fiercer with new screw driven ships with compound or even



triple expansion engines proved much more economical than the paddle-steamers. The Princess Louise was relegated to freight based services, serving especially the growing fish canneries on the Northern B.C. coast and Alaska. The CPN's finances steadily deteriorated, and the Canadian Pacific Railway was asked by the Province's leaders to take over the company. They did this in 1901 buying out the company and all its ships, including Princess Louise.

The CPR appointed Capt. James W. Troup to manage the new group, and he decided to build a new series of luxury "pocket liners" all named Princesses. He reported on the Princess Louise that her hull was sound but she was in poor mechanical condition. He wanted to install new boilers and engine, but the CPR decided her age didn't justify the expense and she became a secondary, backup vessel. She limped her way on until 1906, when she was sold for conversion to a towed barge. Finally, she is believed to have sunk at Port Alice in 1919.



Captain John Irving...

After the sale of the CPN, John Irving was a rich man, but it didn't last. He is described in the Dictionary of Canadian Biography as "Naturally reckless", and "Well over six feet in height, handsome John Irving was a great social favourite, a mighty drinker, and the soul of generosity". One way or another his fortune dwindled over the years. He died in Vancouver in 1936, "poor in everything but friends!" He is remembered in Victoria at the corner of Menzies and Michigan, in James Bay. He once had a very impressive house there. It's now long gone, but the land it was on is Irving Park.

Well, so much for a brief introduction. I haven't even got to the first of the official "Princess" ships yet, and I promise I have left out masses of the story so far. Go to the Internet, look this stuff up, it really is the tale of how lifeblood was pumped into our Province. But I am unrepentant over one point, the more I look at this first Princess Louise, the more I think she would make an amazing model on Harrison Pond. She has a chunky outline which is really appealing, and with the walking beam oscillating at a scale speed, well WOW!

Next month I'll try to get to some of the "real" Princesses.

We thank our corporate supporters



**Our Website is,
vmss.ca**