



The Binnacle

June 2022

Volume 44 Issue 6

Ron Armstrong on the Lady Rose.



Ken Lockley on Ships, Boats, and Models.

**Point Hope Shipyard
Open Day
June 19th.**

**Nanaimo Model
Swap Meet
July 2nd.**



**Denton Cup II
October 2nd.**

**TugFest
August ?
To be announced.**

**Saanich Fair
September 3rd.**

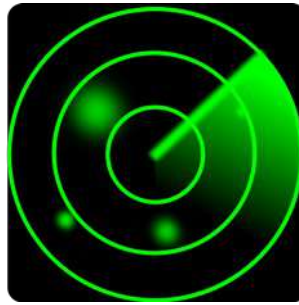
**A Great Summer waits for You!
Pay Attention!**



From the Bridge

Well the weather has warmed up and the days are longer, so hopefully the rain will let up soon. There has been good turnouts at the pond lately so come on out and get your winter projects in the water. Long time member Bill Andrews had a severe heart attack and was hospitalized for two weeks. He is at home and on the mend but this will take a bit of time to heal so we wish Bill a speedy recovery and hope to see him out at the pond when he is feeling up to it again, we miss him at coffee. This month's meeting will be in person at the Church, 7:30 pm on Thursday. We will go on a month by month basis and see how the Covid situation is to determine if the meeting will be in person or via Zoom. For this month's entertainment members are encouraged to bring their projects down and show them off. Point Hope Shipyard is having their open house on Jun 19 and the club has been asked to set up a display of models and the pond as well. We will be asking for volunteers to attend. This is a revenue generator for the club so please support as best you can. Thank you. Looking forward to seeing everyone this Thursday.

David.



On the Radar!

Our next general meeting will be Thursday June 9th at 7:30 in the usual place (St Peters Church Hall, 3939 St Peters Road off Quadra Street near the Keg). We will have met with the representatives of Point Hope Shipyard and will have final details of our display. Please support this - this is your chance to look around inside a shipyard. Also, please bring your present project to the meeting for a show and tell.

The Nanaimo Outdoor Summer Model Builder's Swap Meet, open to anyone who builds scale models (including LEGO, die cast and R/C). is Saturday July 2, 2022, 10-4, Beban Park Field, Nanaimo, BC



Regular General Meetings
2nd Thursday, 7:30 pm. St Peter's Anglican Church Hall,
St. Peter's road, Lakehill.
Next meeting 9th. June 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 Agenda 12 May 2022

Call to order:

- Time: 1937
- Members Present: 10

Reports:

- Financial: Mike Creasy reports we are in the Black mainly due to not having to rent the hall for meetings. Motion to Accept by Ron Armstrong, Second by Jim Cox. All in Favour, Passed.
- Outreach: N/A
- Membership: No report as Membership Executive not present.

Old Business

- Battle of the Atlantic Memorial sailpast suggestions for next year: Have a practice run either week before or prior to the actual sailpast, have turn around markers, and keep two columns.
- Denton Cup suggestions: make the choke point tighter, make new holders for the stantions that do not fall over, 0930 start time was preferred. Thank you to Cathy Mumford for helping out.

New Business

- Need brochures for club advertising, Mike Claxton and Calvin Van E looking into
- Box condition is starting to become a concern, executive looking into a bigger one. Frank Lohner will clean out the box and get rid of stuff we do not need in there.
- Base of the wooden table at the pond in need of repair, Frank Lohner will remove the rotten boards
- Calvin is repairing the lighthouse that was inadvertently hit by a members boat and toppled over.
- Former member Paul Jordan is selling building materials in Duncan this weekend, members given advance notice ahead of garage sale.

Donations:

- Bill Andrews is selling a donated Occre model kit of the tug Ulises.
- Calvin sold a jigsaw for \$30.00

Entertainment Next Meetings:

- Calvin had four boats to show
- Edward showed his Barge Project
- For next meeting members are encouraged to bring a project they are working on to show and tell.

Upcoming Events

- June 19 Point Hope Maritime Open House (Mike Claxton and Bill Andrews organizong)
- Aug? Tug Fest – Rick has collected prizes, Date TBD
- Sep 3 Saanich Fair – Jim Cox volunteered to organize
- Oct 2 Denton Cup Second Heat

Adjournment:

- 2058

Victoria Model Shipbuilding Society

General Meeting
St Peters Church Hall

Date

Welcome & Call to order:

- Time
- Number present
- New Members or Guests?

Reports

- Outreach: Bill Andrews
- Financial

Old Business

- Need brochures for club advertising, Mike Claxton and Calvin Van E looking into
- Box condition is starting to become a concern, executive looking into a bigger one. Frank Lohner will clean out the box and get rid of stuff we do not need in there.
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New Business

- Point hope sign up tonight, volunteer if you are able and willing

Donations

-

Upcoming Events

June 19 Point Hope Maritime Open House (Mike Claxton organizing)
July 2 Nanaimo Outdoor Summer Model Builder's Swap Meet, 10:00-4:00, Beban Park Field, Nanaimo
Aug? Tug Fest – Rick has collected prizes, Date TBD
Sep 3 Saanich Fair – Jim Cox volunteered to organize
Oct 2 Denton Cup Second Heat

Entertainment and Round table

-

Adjournment

May meeting show and tell.

Here are some pictures from the May general meeting:

Mike Creasy with his Cullamix



Calvin's mystery, which model is it?

Cullamix interior, digital readouts, no less.



Calvin's St. Canute, motor and rudder installed. More about it below.



Mike, talking about his barge for Tugfest.

Our Web Page is Working for Us.

St. Canute hits the water. Just before Christmas, we got a contact asking if anyone would take care of a beautiful static model of the Billings St. Canute kit. The builder's widow wanted a good home. Well, Calvin took it on, and has come through. He found the way to open it up, carve out some room inside, and install rudder, motor, radio, and batteries. You wouldn't know it from the exterior, he has preserved all the original detail, and there was lots. So, she'll look as good as ever in her showcase, but.....



Even Better Alive on the Water!!

And we have had two more contacts:-

Hello, my father, Peter Hammond, was a seasonal resident of Victoria and used to be one of your members. He recently passed away in Santa Cruz, California. He had been working on several scaled down models (each about 5 feet long) of the harbor taxis. I'm looking to see if anyone might be interested in having any of these partially built models. Please let me know if anyone might be interested. Thank you.

Marion Hammond Mathis

catsandmathis@att.net



Looking to buy a remote control tugboat if anyone can help please give me a call at 604-809-4840 or you can email me at tizbordignon@hotmail.com thank you very much Tiz Bordignon.

Mothers' Day at the Pond.

On Mothers' Day, (more generally know as Denton Cup Sunday!), we were visited by a retired professional photographer, Eric Hayes. He has sent me copies of some of the shots he took, and they are a lovely reminder of a great spring day.

Here's what he said: "After 10 years in Victoria, I finally stumbled onto your morning gathering at the Harrison Yacht Pond this Mother's Day. I am a retired photographer and don't leave home without a camera. I was an avid model builder as a child, growing up in Kelowna, but the cost of radio control equipment seemed expensive back in the 1950s. So I was delighted to see what your club members were able to put on the water. Anyway, I'm writing to say that I took a few photos on Sunday, and I'd be happy to share them with the club. You should feel free to use them on your website, if you wish.

PS: I was particularly impressed with the airboat on Sunday because of growing up with the hydroplane races that were a big part of the Kelowna Regatta, and because I made a balsa model, similar to what I saw, only the propellor was a push type."

And here's what he took:



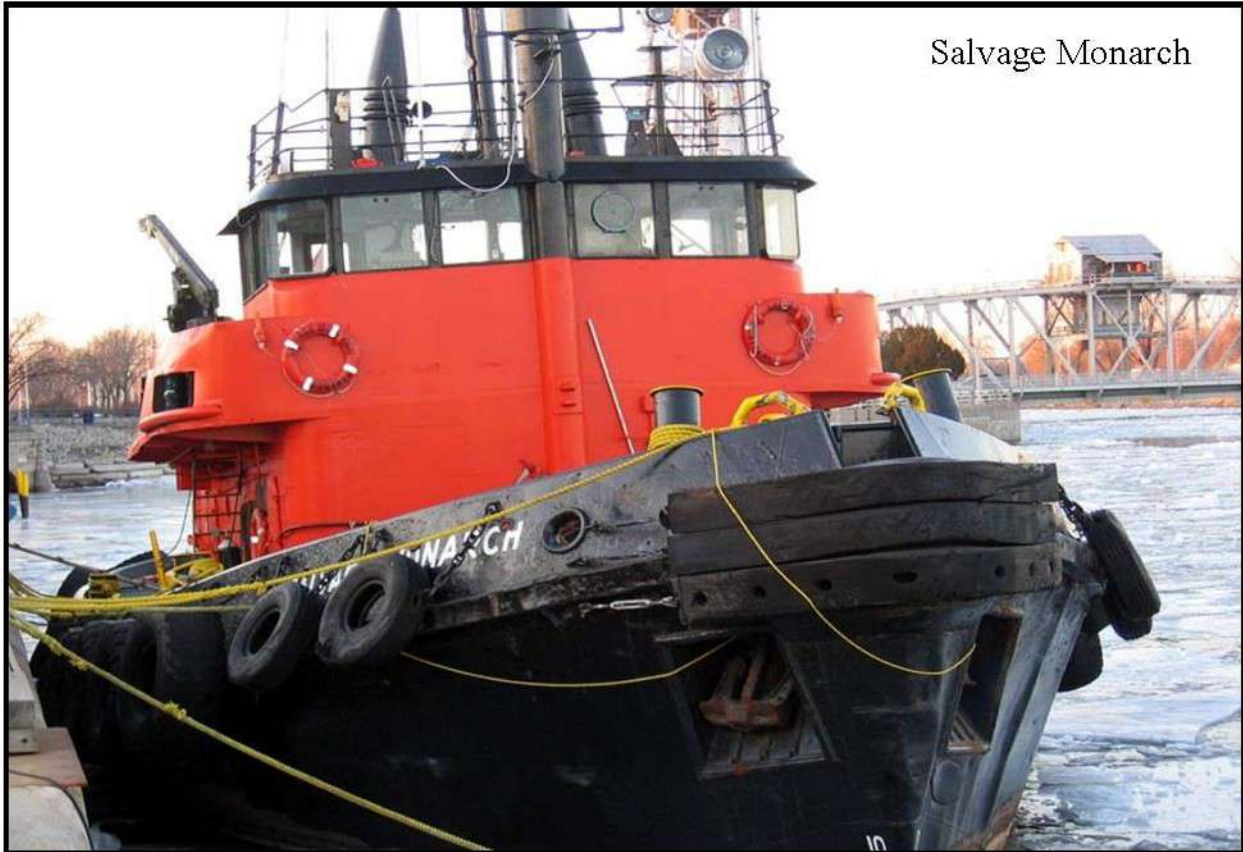
Jim Cox's Bluenose.





SHIPS, BOATS AND MODELS

Ken lockley JUNE 2022



Salvage Monarch

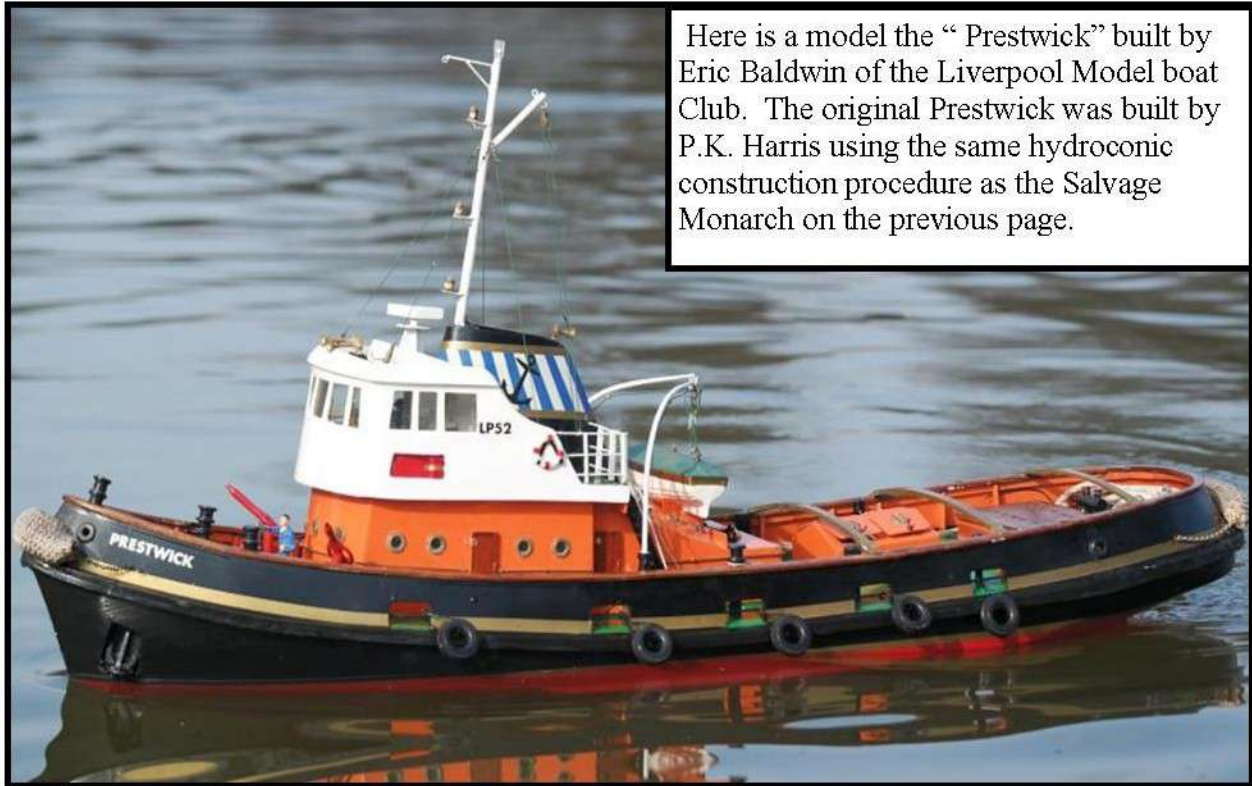
This classic tug was built in 1959 by P. K. Harris of Appledore, Devon, UK. for Pyke Salvage and Navigation of Kingston, Ontario. Through the 1950's and early 60's the St. Lawrence Seaway was being completed and Pyke Salvage Ltd expected that the vessel would be put to good use with the increased traffic on the seaway. In 1964 she was acquired by MacAllister Towing and Salvage Ltd. of Montreal, QC. In 1997 she was purchased Le Groupe Ltd. of Quebec City, QC. In 2002 the "Salvage Monarch" was again sold to Heritage Marine Ltd. of Goderich, Ontario. During this period she was used to tow "Lakers" to the scrap yards in the St. Lawrence area. In 2011 she was acquired by Toronto Drydock Ltd. Toronto Drydock Ltd. is now known as "Toronto Tug and Transport Ltd".

The builder, P.K. Harris was an early developer of hydro conic construction and "Salvage Monarch" may have been one of the first in Canada with this type of multi chine construction. At 63 years old it's remarkable that she is still in service. Maybe fresh water has helped!!



The picture below by Jack Ronalds (Marine Traffic) shows the recent addition of a elevated pilot house for when she's in tight quarters pulling or pushing the floating dry-dock. The tug still looks very business like and hopefully she has a few more years ahead of her yet.





Here is a model the “ Prestwick” built by Eric Baldwin of the Liverpool Model boat Club. The original Prestwick was built by P.K. Harris using the same hydroconic construction procedure as the Salvage Monarch on the previous page.

DENTON CUP RESULTS SO FAR

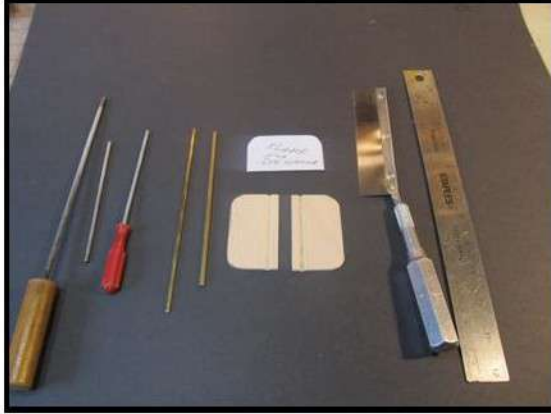
May 8/22 turned out to be one of the better mornings for our event this Spring. We had ten members doing the 20 min. run and everyone seemed to be enjoying actually being able as a club to do something with our boats. There were eight tugs and two Springer’s competing. One big plus was having Cathy Munford helping and running the second heat and she’s promised to be available on the second running Oct. 2/22. Thanks Cathy from the guys !!!!!

Scott M.	19	Bill A.	29
Ron H.	25	Jim C.	23
Rick G.	24	Mike C.	33
Ken L.	48	Corey W.	59
Edward W.	29	Frank L.	46

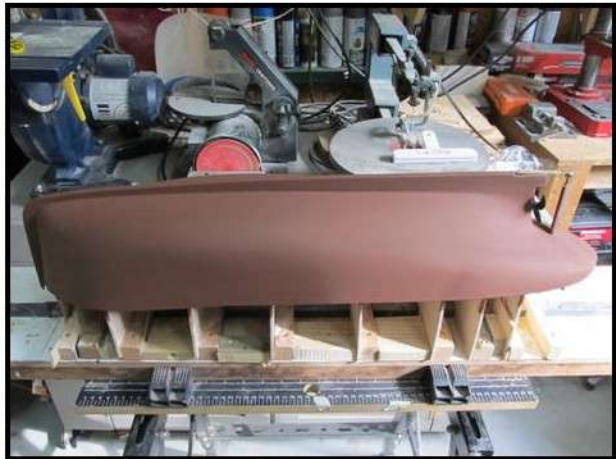
Remember these numbers can change radically next time, plus maybe we will have more skippers enjoying the event. And remember, it’s the best score out of the two chances to compete.

Mark your calendars! for Oct. 2/22 and come out and join the fun!!!!

IN THE WORKSHOP



Pictures above showing the parts required in making the rudder. The two halves are glued together then carefully shaped. This process I have done many times and it works well. Below, the four pictures tell the story, "Sea Warrior" is progressing very well and the interesting part of the build is about to start. Cold Cure epoxy has been applied to the hull prior to painting.



The Lady Rose is no Tramp. By Ron Armstrong.

(Last month, I wrote an article about the Lady Rose. At the end I invited further contributions to complete the history and picture of this lovely vessel. Ron Armstrong responded with a copy of an article he published in the Times Colonist Islander in 1993, that corrected my version of her history, and was a lovely, personal, picture of what she was like. This is it. Ed.)



A lifelong lover of ships, I've long been aware of the doughty little Lady Rose. She and the Uchuck III are almost the last in a Vancouver Island tradition. They carry passengers and freight to isolated outports, much as Canadian Pacific and Union Steamships used to do during the first half of the twentieth century.

The 56 year old Lady Rose is a miniature version of those classic ships, with her black hull, white superstructure, buff cargo booms, and red funnel. She's a plucky, dependable, tough little ship. A working class rose with a friendly, versatile, and hard-working crew.

My friend George and I took a trip on her last Easter weekend. We arrived in Port Alberni just in time to view the Lady beside her wharf as the sun went down.

We confirmed our tickets and the 7:30 am check-in time before finding a place for the night. Coincidentally, we got the same motel unit I stayed in as part of a 1987 summer highways development course.

Next morning, as the Lady Rose ploughed down the Inlet at her cruising speed of 10 knots, the fog burned off, steep green shores glided by and playful salmon arced over the dark blue, oil-smooth sea.

I settled into the Lady's main lounge with its plain white steel and wooden benches and no-nonsense portholes. A photo from the Union Steamship Company shows large windows and heavy drapes, the dining saloon from the sheltered waters of Howe Sound and the Sunshine coast.

The Lady Rose has a long and interesting history, she was built Clydeside in 1937 and crossed the Atlantic powered by a National Diesel engine, the smallest single-screw vessel to do so at the time. The Scottish workmanship that made that possible is still evident, the ship exudes rugged strength from every rivet. Union Steamship ran her on upcoast schedules until the Second World War intervened and the army requisitioned her to supply Yorke Island, the fort defending Johnstone Strait from possible Japanese incursion. Returned to Union at war's end, she was sold to Harbour Navigation in 1951. Then she was bought by Alberni Marine Transportation Company when Canadian Pacific abandoned the west coast service that had included the beloved Princess Maquinna for 40 years. Since 1948, the Lady Rose has served the residents and industry of Barkley Sound, as faithful as her steam pre-decessor. She now carries as many excursionists as in her Sunshine Coast salad days.

In the snug, wood-panelled wheelhouse, I found the fork lift driver, Dan Neuman, in control, (he doubles as the the Lady's chief engineer.) As he steered he talked to Dave and Ingrid, fish farmers and regular passengers. Easygoing informality encourages the curious and the friendly to drop in and chat.

The sky was clear now, with the promise of a splendid day as we overtook the Seaspan Carrier with two loaded chip scows in tow. Modern tugs aren't very inspiring to look at, they sacrifice grace and beauty to brute power and angular lines.

The aroma of fresh brewed coffee drew me below to the midships galley. Here the cheerful and efficient Debbie Haller served a steady stream of customers with a warm smile and helpful manner. The menu was simple, they seemed to be ample servings, and the prices were moderate. I asked Haller for the source of her enthusiasm, "I love meeting people from all over the world, last year we had passengers from Germany, Australia, and South Africa." For Haller, it's the perfect job.

As the shoreline widened into Barkley Sound, we turned north-west into Uchucklesit Inlet's calm and deep green waters where we slowed to disembark David and Ingrid into a waiting herring skiff. The operation was so smooth and swift that the Lady was under way before many passengers had realized what had happened.

The next stop was more interesting. A shall boat came out to meet us from in front of one of a series of cabins that dotted the shoreline. Now the reason for the big concrete blocks was explained. They were to provide a base for new tie-up floats at a fly-in fishing resort. We watched as the Lady Rose played construction crane. At each of the three markers, blocks were slung over the side and dropped exactly as the boatmen directed. No easy task with only a single screw and no bow thrusters! The Lady heeled over each time a block was dangled from the boom. Back and forth, to and fro, the Lady jockeyed until each block was released with a quiet splash. The operation took 40 minutes but Neuman assured me the customers wouldn't be charged extra. This was just another aspect of this west coast delivery service.

Next stop was Kildonan, the site of what was once the largest cannery on the Island. Only a forest of pilings and some mossy concrete walls remain. At the floating office and store beside the ruins we unloaded a crate of groceries and some mail, The off to a MacBlo logging camp where some parcels and more mail was passed to people waiting on a float. These stops were made by spring. At each the spring line was secured to any handy fixture, then kept taut by the Lady Rose going slowly ahead for the duration of the visit. Snug visit, quick departure.

As we left the Inlet and turned southwest, we met a strong breeze and rising chop. Huge breakers crashed and spumed on dark reefs on the horizon.

At noon, right on schedule, we entered Bamfield inlet and tied up at the government wharf. Up the hill behind the wharf was the Bamfield Inn. Passengers were offered the choice of staying aboard for the trip across the inlet or spending 90 minutes ashore. Rumbling stomachs outvoted sightseeing, George and I got off to sample "the menu in the wilderness". We found a very comfortable restaurant that reflected the tastes of the yuppie visitors who swarm the place in summer. We drank draft lagers and ate hamburgers, potato salad, Dutch apple and raisin pie and coffee while sitting on a sundeck enjoying a great view. Across the inlet stood probably the most well-known landmark on the west coast, the former cable station, now a marine biology research centre.

The Lady Rose glided back just as we were paying the bill. And on board we found a dumpster secured forward of the wheelhouse: the Lady provides garbage service too. As we slid away a forlorn woman came running down the wharf, Capt, Brook returned to pick her up.

When we steamed out of Bamfield Inlet and across Imperial Eagle Channel we were exposed to an open Pacific with a string of westerlies. The Lady Rose took the mounting swells like a thoroughbred. One appeared Tsunami-like as it surged 10 to 12 feet high ahead of us. But the Lady Rose surged over the crest and down the other side without a murmur or a shake.

We reached the shelter of the Broken Islands group an hour later. The islands are surrounded by bright green eel grass and thickly wooded. The trees grow right to water's edge. The sea was calm, slightly rippled. The whole effect was quite idyllic, lake-like.

We dropped several kayaks at a float, among them a couple with a baby in a breast pouch. On shore we could see a cluster of tents, indicative of the growing popularity of these islands among outdoors enthusiasts from around the globe.

Deckhand Alberto Gerardo took the wheel and Neuman joined us forward as we threaded through a maze of narrow passages heading east. Safe ship handling required Neuman to stand by the hydraulic winch in these passages, in case power failure called for anchoring. The Lady's winch is a rare and original piece of machinery. Not so her heart, the venerable National Diesel was replaced by a 300 hp Caterpillar a few years ago. It is reduction geared 2:1 to a four foot prop with flexible blades. Neuman says this enables the Lady to deal with deadheads and other threatening flotsam.

In these channels we met the "Devon Dumplings", Fred and Gladys Butler, a lively and charming couple making the most of their second marriages. They met "in trade". He a Courage beer rep, she a publican, powering through their retirement years visiting far-flung family and seeing the world. Fred's restful wit and Gladys' sage comments were a perfect complement to the bracing ocean breeze.

Our last stop was the quaint Sunshine cove, named no doubt by some wag in the middle of a west coast winter. This time it lived up to its name. The tiny settlement was a collection of floating houses and sheds rafted together. Gerardo jumped ashore to guide a string of lumber into place, watched by smiling beer drinkers in de rigeur plaid shirts.

From here Rose headed home, past some ghastly clear-cuts, up the rippled and white-scudded inlet to Port Alberni. En route Gerardo and I were joined in the wheelhouse by another fish farmer, John Stevens. He said family isolation, predators, disease, and unstable market conditions are challenges he had to meet. No fast or easy fortunes in raising salmon. As with other topics, Gerardo displayed bored assurance, as if nothing on these runs was unfamiliar or new to him. Or maybe it was just youthful confidence.

At 6 pm. we docked at Argyle Street, said farewell to ship and crew, and swapped addresses with our new English friends at the end of a perfect trip. One day on the Lady Rose gives you a genuine West Coast experience, a glimpse of a hardier time before air travel, good roads, and radio-telephones.

Ron Armstrong.

(Ron included with the article a couple of photos of a model of the Lady Rose, made by an ex-member of our club, Doug Dyer, back in the day. On the back of the photos is the note "Hull made from meat trays!". Isn't it beautiful! Huge thanks to you, Ron.)



And Finally

Big thanks to our sponsors for TugFest. BC Hobbies at Hillside Mall and on the net at BC Hobbies.com. Keep checking on their website, they're constantly adding to their stock, and it's fun to look and dream.

Our own website is vmss.ca