

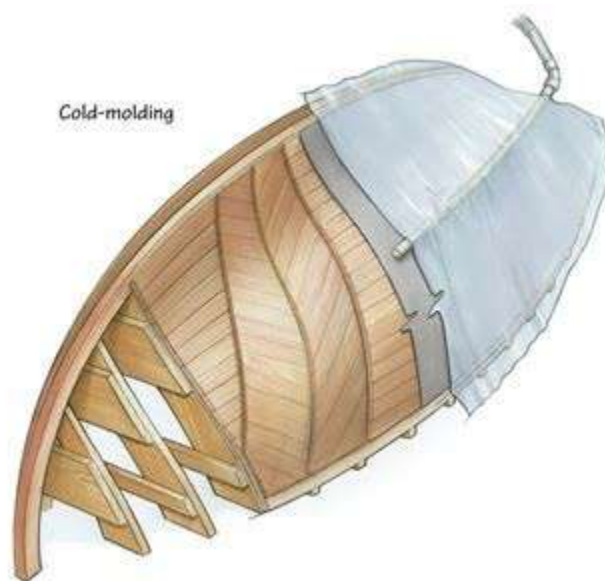


The Binnacle

May 2024

Volume 46 Issue 5

Ken Lockley on Cold Moulding



Edward White on Princess Ships



The Princess Louise Restaurant.



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From The Bridge May 5 2024

The month of May has arrived – spring turning to summer ?

The Battle of the Atlantic tribute took place today at Harrison Pond under cloudy skies – we just missed the rain.

We had a fair turnout of boats, visitors and members – we did not run the Denton Cup as it takes a few more members to make that work. Scott had his sub in the water, his camera on his head and took a few videos – they are posted on our Facebook page along with comments.

Mike Creasy got a pass to go over the Malahat – brought down his latest build with his barge – he led the procession of boats, Dave Nelson followed behind the rest. No accidents, no sinkings.

Frank had a wiring mishap – could have been worse – I remind everyone to include fuses in your wiring – it can be expensive and could cause injuries if you think you don't need them.

The latest Northwest R/C Ship modelers bulletin has been posted – they have just built a new pond – have a look at theirs, an interesting bulletin every issue. I recently spoke to a couple of members of the Nanaimo Club – pretty dormant at this time. It's too bad as their boat show in the mall up there was always interesting. I don't think I missed any and met a lot of friends up there.

Remember – this upcoming meeting will be 'in person' – at the Church Hall. We don't have a specific program yet but 'Show and Tell' usually creates some interest. If you have ideas that might be interesting – send us an email/ Facebook – go to BC Coastal Mariners – lots of great photos there – occasionally you'll see Corey and his tug there towing booms or barges – always worth as look. You can also pull up the AIS and see where these boats are going.

Next Sunday - Toss that umbrella back in the vehicle, charge up batteries, iron your sails and have fun at the pond.

Mike



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 9th. May.



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:

MAY 2024

KEN LOCKLEY

IN DEFENCE OF COLD MOULDING;

Recently I have been questioned about my tug construction. It's true I don't know of one full size tug that was or is a "Cold Moulded" creation. Steel and Wood with conventional carvel planking is what the full size tugs have. It's likely that a wooden tug hull hasn't been built in sixty years. When it comes to miniature's, which of course is what we build, materials change greatly. Polyester, Epoxy, Styrene, wood and the plastic used in three "D" printers are all acceptable.

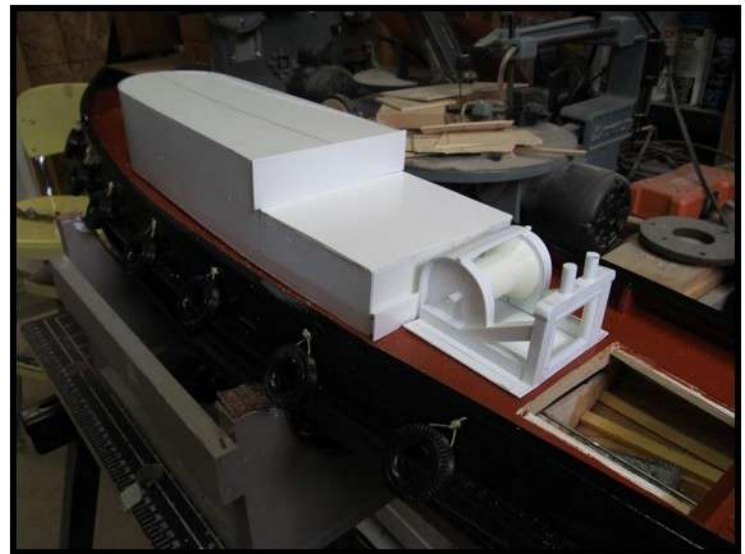
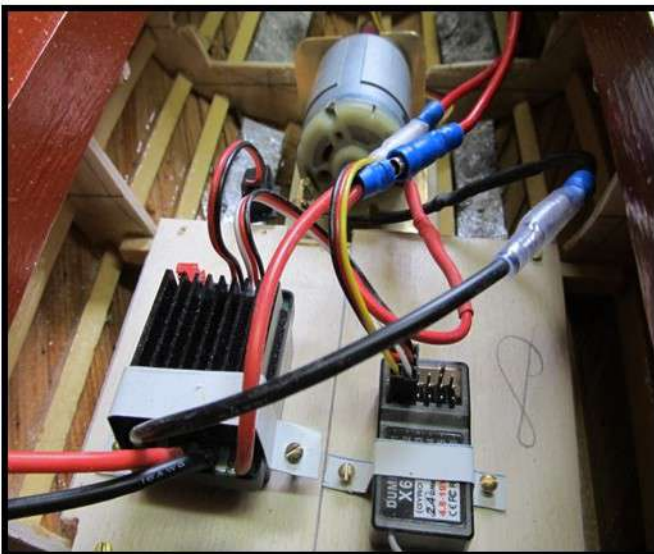
About 30 years ago I picked up on "Cold Moulding", as a local shipyard in the Sidney area started using this system in conjunction with epoxy saturation, developed by the "West System". For me it was a no brainer, red cedar planking, with yellow cedar or Douglas fir for keelson and stringers etc. So over the last thirty years I am sure I have built about same number of Cold Moulded" hulls.

"Cold Moulding" came about during WW 2 for fast construction to build coastal patrol and fast attack vessels. This process was used heavily on both sides of the Atlantic. In looking at "Wooden Boat" magazine there is still a large amount of vessels where this building process is still being used. This picture by Alison Langley/ Soundings Publication shows the system in use. You see two layers and I suspect there will be a third layer which will run bow to stern. This looks like a large powerboat to me under construction. KL.



This picture looks like a 50-60 foot hull judging by the sizes the workers. What I do is very similar, but I use a greater angle. On my 30 inch hulls I find that 3/16" plank width is the most adaptable to hull lines I am trying to build. It also makes for a very strong hull.

On this build I haven't taken a lot of pictures as over the last few years I have covered the subject frequently but here's a few shots on the progress so far with "Glen Rover".



I try and get all the running components installed before starting the superstructure. Also first water testing and basically the hull finished and ready to use. This is all wood construction in the hull and deck. Doing this makes a clear runway for cabin, winch, pilot house to be formed. I use styrene construction in most models. I enjoy making the change from wood to plastic and by doing this I keep both building skills in use. I purchase sheet styrene from Industrial Plastic's and use Evergreen Moldings from BC Hobbies. Over the years I have also purchased styrene mouldings at Hobby Shows where they are most likely sold at discount to the current pricing. I receive donations from time to time also. Experience and patience is what you can't buy at the store.

“Sea Rover” to the right shows the progress so far. We have had two water testing and I think I have got all the bugs out of the operational side of the model. All the small detail needs to be built and installed .

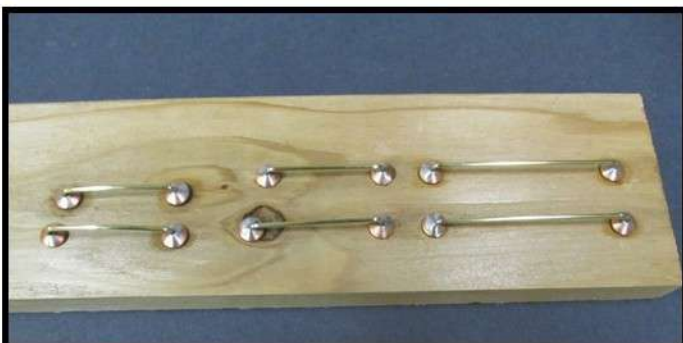
It’s the small detail that gives models realism.



Making bollards from spent cartridge shells.



MAKING HAND RAILS

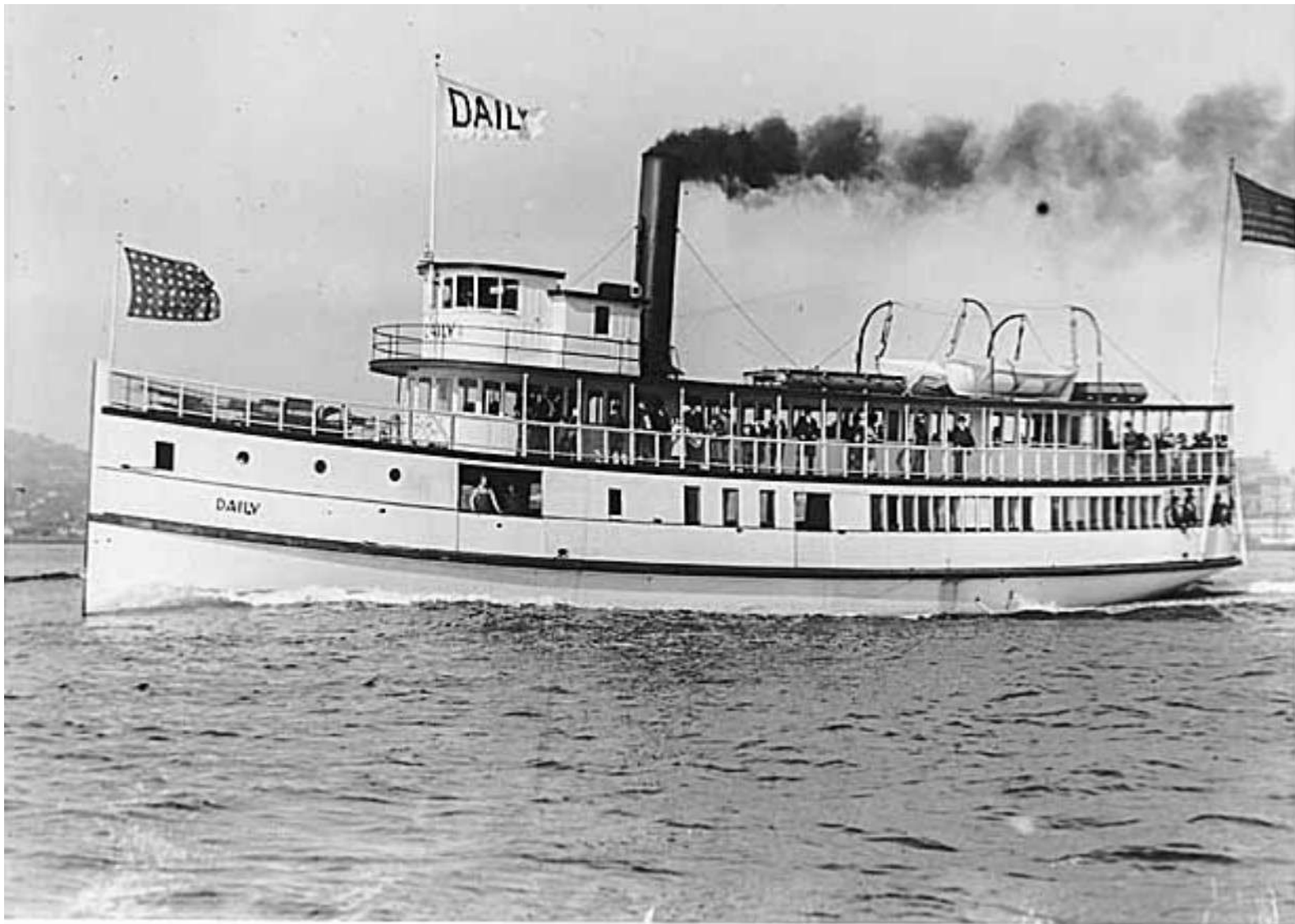


The hand rails above made from 1/16” brass rod and copper ferules purchased at Lee valley. To be soft soldered, primed and painted. More on this next month !!!

Canada's Princesses Part 4

Wars mess up everything. In 1914 Captain Troup lost two ships that were the biggest part of the CPR Coastal Service future, and he was not to build another ship until 1923. There's no such thing as a long term plan for a business in wartime, short term improvisation with scarce resources becomes the norm. But Troup proved to be good at that too!

The ships he had built by then were well built, and well maintained, and he juggled with them as the tourist business disappeared and the demands of shipping troops and resources grew. The coastal communities were still totally dependent on the ships for necessities and exports of their products, even more so as the war demanded resources from them.



But he did manage to buy one further ship, the Island Princess. Island Princess was originally built in 1913 as the Daily, for Matthew McDowell, for service in Puget Sound. She was 116 feet long, 25 feet beam, and 8 feet depth of hold, rated at only 244 tons. She had a triple expansion, four cylinder engine. She was a mixed use, passenger and freight vessel.

She was sold to the CPR in 1918, specifically to serve the Canadian Gulf Islands from both Vancouver and Victoria. And she improved that service significantly, building so much business that in 1927 Troup decided to replace her with the larger, if older, Charmer, which had already been rebuilt to carry automobiles. Island Princess was sold to the Gulf Islands Ferry Company.



Island Princess, slightly altered as Cy Peck.

Gulf Island Ferry Company rebuilt her as a car ferry, and renamed her as Cy Peck. And thereby hangs a tale.

Cyrus Wesley Peck was a war hero, winning the Victoria Cross in September 1918 at age 47 as Lt. Colonel in the Canadian Scottish regiment.

Below is the Gazette entry:-

"War Office, 15th November, 1918.

His Majesty the KING has been graciously pleased to approve of the award of the Victoria Cross to the undermentioned Officers, Noncommissioned Officers and Men: —

Lt.-Col. Cyrus Wesley Peck, D.S.O., Manitoba R.

For most conspicuous bravery and skilful leading when in attack under intense fire.



His command quickly captured the first objective, but progress to the further objective was held up by enemy machine-gun fire on his right flank.

The situation being critical in the extreme, Colonel Peck pushed forward and made a personal reconnaissance under heavy machine-gun and sniping fire, across a stretch of ground which was heavily swept by fire.

Having reconnoitred the position he returned, reorganised his battalion, and, acting upon the knowledge personally gained; pushed them forward and arranged to protect his flanks. He then went out under the most intense artillery and machine-gun fire, intercepted the Tanks, gave them the necessary directions, pointing out where they were to make for, and thus pave the way for a Canadian Infantry battalion to push forward. To this battalion he subsequently gave requisite support.

His magnificent display of courage and fine qualities of leadership enabled the advance to be continued, although always under heavy artillery and machine-gun fire, and contributed largely to the success of the brigade attack."

By 1930 he was the MLA for the Gulf Islands. Both Peck and his namesake were tough.

Peck died in 1956, aged 85, his VC is in the Canadian War Museum in Ottawa.

Cy Peck remained in service with Gulf Island Ferries and then BC ferries till 1966, and then was sold as a floating fish camp. She was still afloat in Ganges Harbour in 1975. I haven't been able to find any information later than that.



By 1921 Troup had been able to build another major ship, the Princess Louise, which was built to serve the Alaska route at Wallace Shipbuilders Dry Dock in North Vancouver. At 317 feet long, 48 feet beam, 25 feet draught, and 4032 tons gross, she was very big and very capable. She mounted twin triple expansion engines that gave her more than 17 knots. As you can see, she was also beautiful, reflecting the Princess ship tradition.

Her detail design and construction was the first major job for Robert Allan after his immigration to Canada, and showed off his ability as a naval architect as he went on to found the firm of Robert Allan which is now the world's leading workboat design company.

But the greatest tribute of all is the lack of incident in Princess Louise's 41 years of service in the CPR, 31 of them on the Alaska run, and then another ten after being refitted for cruising as a replacement for the Princess Kathleen. Her dependability and comfort year round in difficult waters is astonishing. She was just always there whenever she was needed.

She was laid up by the CPR in 1962, and sold off in 1965.

Probably the most remembered thing about her is after that. She became North America's largest floating restaurant on Terminal Island in Los Angeles harbour. The restaurant was a success for about 12 years, pulling in up to 2,000 guests a day, but in 1979 she was towed to a new berth in San Pedro and began to lose money. The restaurant finally closed in January 1989.

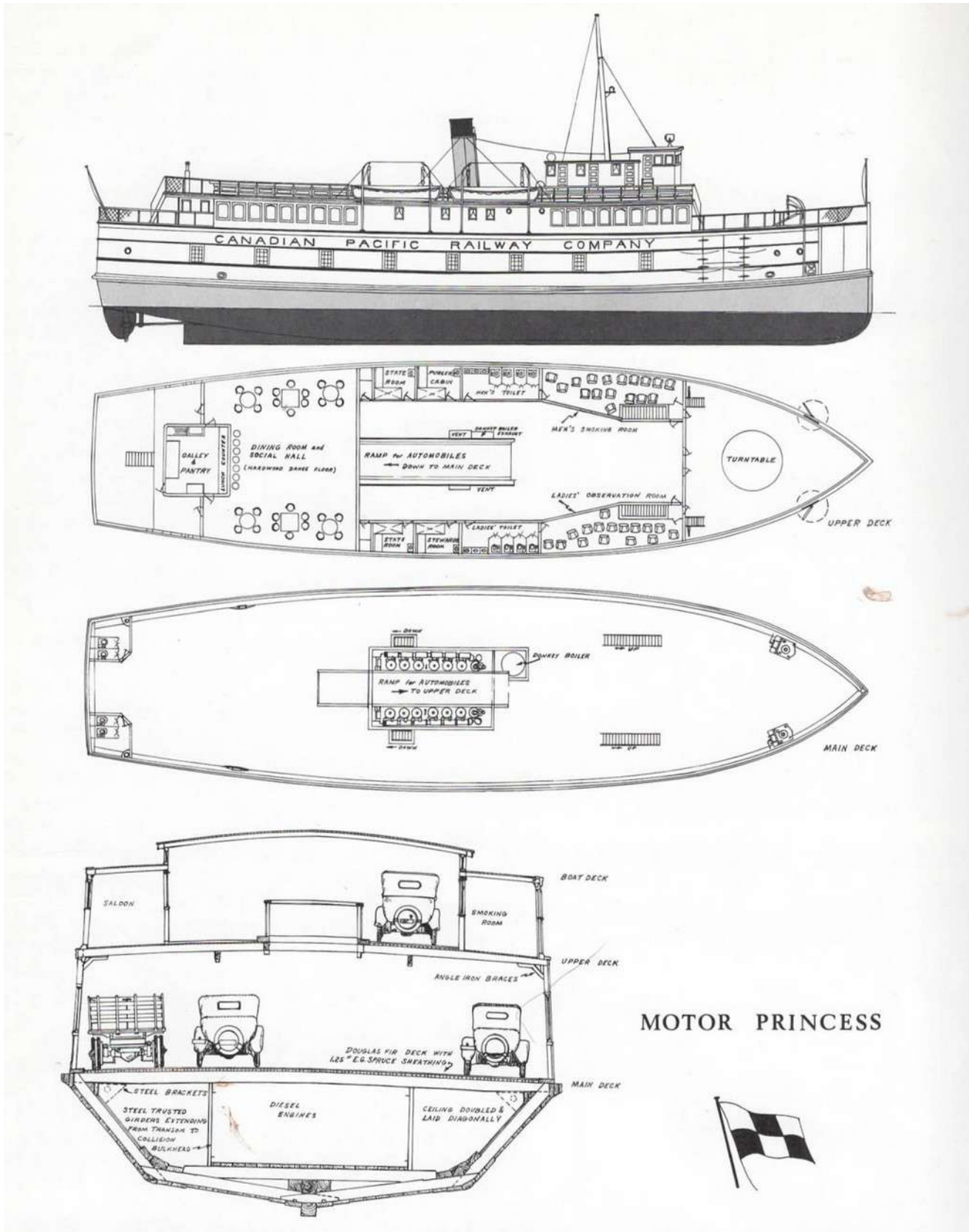


The Bank of San Pedro seized the vessel and had her repaired for resale. But that didn't happen, in October the ship capsized at her berth. The insurers refused to pay out, suspecting skulduggery. Her end came in 1990 while being towed towards Catalina Island to become an artificial reef. She took on water prematurely and sank in 900 feet of water.

In the period after the first World War, the coming thing in the Coastal Service's business was the demand for carrying automobiles. Troup had seen this, and also the difficulties and inefficiency of converting existing passenger/freight vessels to the purpose. His first response was with the Motor Princess in 1923.

Motor Princess was a very deliberate and careful design experiment on Troup's part. He chose the route between Bellingham, Washington, and Sidney, 18 miles north of Victoria, as the basis. The idea was for a 14 knot vessel with space for 48 automobiles, and comfortable accommodation for passengers. This was going to mean high engine power and a wide beam set against the economy needed to be competitive.

The design was evolved with the help of model testing at the National Physical Laboratory Tank at Teddington, England. But she was to be a wooden hull built at Esquimalt at the Yarrows yard. Diesel engines were chosen for their better power/weight ratio than steam.



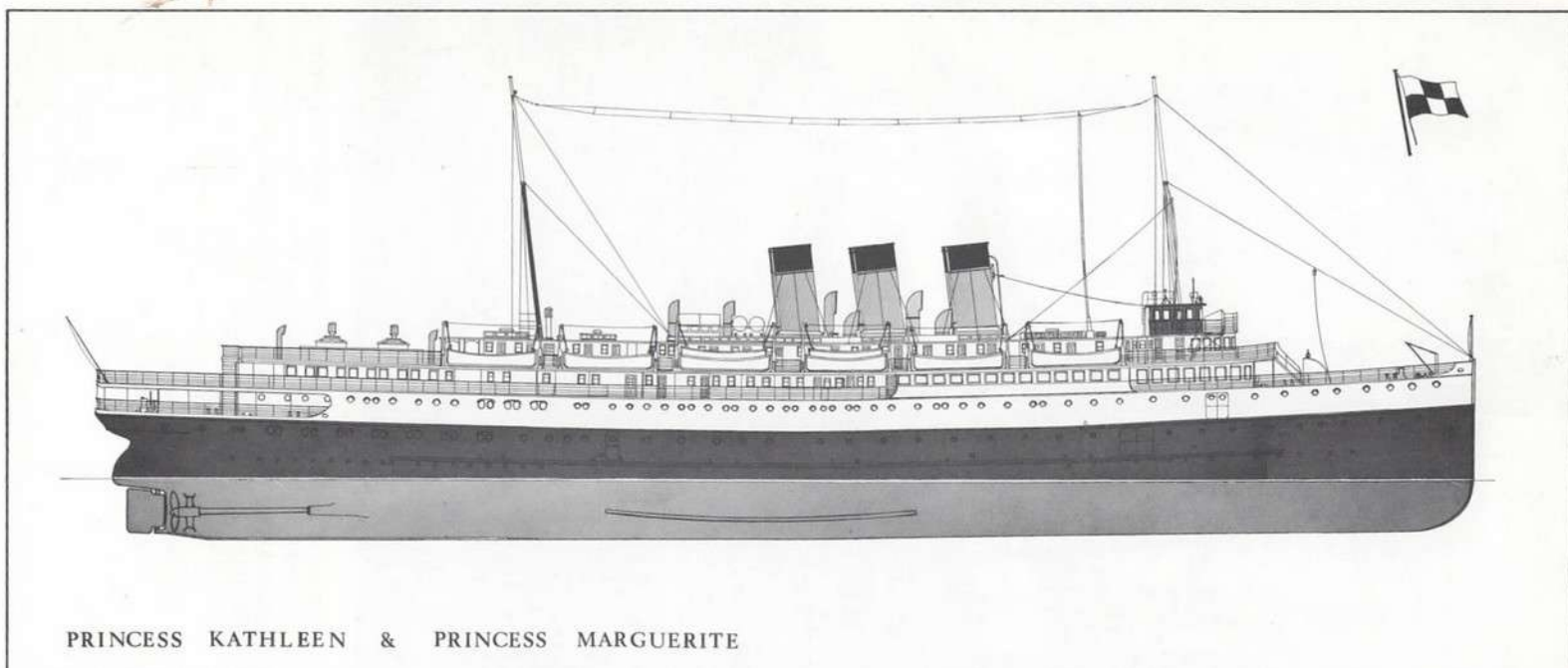
As built, Motor Princess was 168 feet long, 43 feet on the beam, and 9 feet draught, at 428 gross tons. Her two, six cylinder engines produced 1,050 horsepower and gave her a maximum speed on trials of 14.5 knots. The engines were built by McIntosh and Seymour of Auburn, New York, probably to a design from Swedish company Atlas, now Atlas Copco. She ran the Bellingham/Sidney route for three years, but was out-competed by the Puget Sound Ferry route Anacortes/Sidney, and in 1926 was re-assigned to Vancouver/Nanaimo.

In 1929 she pioneered a new route, Sidney/Steveston, and was very successful, staying on that service until 1952, when new federal regulations banned wooden superstructures on car ferries. Motor Princess was re-assigned to freight duties for the following three years and then sold to Gulf Island Ferries.

Her superstructure was removed and replaced with a steel bridge with much less passenger space and an open main deck, making her almost un-recognizable. In service in the Gulf Islands, she was successful, and when, in 1961, BC Ferries took over Gulf Island Ferries, she continued to serve, renamed the Pender Queen, until 1980. 57 years, pretty good for an experiment! She finally sank in June 2003 in the Queen Charlottes, and was later scrapped.



In 1925, Troup finally got what he had so long waited for, two brand new, fast ships for the Triangle route. They were twin ships from John Brown of Clydebank, Princess Kathleen and Princess Marguerite. 360 feet long, 60 feet beam, and 17 feet draught, at 5875 gross tons, they were magnificent!



Twin screws were powered by 4 steam turbines producing over 22 knots. They were rated for 1500 passengers, and had 290 berths in 136 staterooms. There was space for 30 automobiles. Three funnelled, echoing the

classic good looks of Princess Victoria, these two became the epitome of the Princess ships. They were a source of pride to their crews, their passengers, and even to the cities that they served. Nowhere in the world was there a faster, more elegant ferry service.

They ran the Triangle route until the second world war, being relieved in the winter in the first years, but later, as traffic increased, year round.

In 1941 both ships were requisitioned by the government for service in the Royal Navy. They were refitted to service aircraft carriers in the Mediterranean and departed Victoria for Alexandria across the Pacific in November. On arrival, inspection by British officials declared them unsuitable for their intended aircraft carrier service roles, and they were instead designated as general troop ships.

Marguerite survived only a few months. On August 17th, 1942 she was torpedoed by U-82 despite her screen of three destroyers. She sank in just 40 minutes and U-82 escaped. But 1,145 of the 1,200 men aboard her were saved.

Kathleen was luckier. She steamed more than 250,000 miles in wartime service without being hit, including the Malta convoys, the Tobruk landings and the invasion of Italy, the surrender of the Italian fleet, the surrender of Rhodes, and the carriage of Jewish refugees to Palestine. She carried thousands of British troops being re-assigned as the war in the Mediterranean ended. She was returned to the CPR in 1946.

Kathleen made it home on August 2nd 1946, with one member of her original crew still aboard. That was Sandy, the ship's cat. He had survived the war with only one blemish on his record. That was three months AWOL in Tripoli.

As part of her refit, her engines were given their first major overhaul. Since 1925 she had sailed over 1,750,000 miles without a breakdown. On June 22, 1947, she returned to the Triangle run, as beautiful, swift, and reliable as ever. There was, though, a sense that times had changed with the war, and the night service between Seattle and Vancouver was provided only during the summer months. Kathleen's partner on the run was the ageing Princess Charlotte.



By the summer of 1949, two brand new twin ships, the Princess Marguerite II and the Princess Patricia II were ready to take over on the Triangle route, and the Kathleen was re-assigned to luxury cruise service on the inside passage to Alaska. But in 1951 and 1952 her luck ran out.

On August 30th 1951 Princess Kathleen was steaming gently south from Ketchikan to Prince Rupert at around ten knots. The CNR ship Prince Rupert was doing the same speed on the same journey in the opposite direction. A heavy fog closed in, but both ships were by then radar equipped and aware of the other's presence.

Then, like two pedestrians being over-considerate, the two ships managed to dodge towards each other instead of away and they collided, albeit slowly.

But two 5000 ton weights coming together even slowly are going to do some damage. Neither vessel was in danger of sinking, but both were severely damaged.

On the 7th. of September 1952, Kathleen was going north from Juneau to Scagway, Alaska. The midnight watch changed without incident, but the weather was deteriorating with some heavy rain squalls. Shortly after passing the Shelter Island light the chief officer ordered "Starboard" to bring the Kathleen closer to the centre of the channel. He should then have ordered the helm centred when the required course was reached. (Or he could have ordered "Starboard a point" to have achieved the same without a second order.)

It seems that he then became unaware that the ship was continuing to turn as he was watching an approaching squall and trying to make out the Sentinel Island light to the North. He didn't hear his lookout's warning of land on the starboard bow and later land ahead. The quartermaster told him that the ship was still turning, and the chief officer assumed that the land ahead was Shelter Island, the opposite side of the channel. He ordered "Hard a Starboard." which grounded the ship squarely on Lena Point.

The captain came immediately to the bridge to take charge. He radioed the emergency, mustered the passengers, and lowered the lifeboats. He then waited for high tide to see if he could back the ship off safely, but she was held fast. The wind increased and the ship began to list, so he ordered the passengers to abandon ship and over the next three hours he got them all landed safely. The list increased and he could not hold the ship in position with it's engines as it slipped further with the weight of water inside. The pumps were not keeping up with the inflow of water. So he ordered the crew off and abandoned the ship to its fate. Two hours later Kathleen slipped entirely off the rocks, her bow came up almost vertical, and she sank quickly into about 130 feet of water, her bow at about 60 feet.



The crew and passengers cut the way through the bush to the nearest road, where buses from Juneau picked them up and took them to safety in town.

Salvage of the Kathleen was judged entirely uneconomic, and she was left there to become, over the years, a popular dive site.

But the last act in the drama to date was yet to come. I'll leave you to discover that yourselves with the web address:-

"<https://meridian.allenpress.com/iosc/article/2011/1/129/492491/The-SS-PRINCESS-KATHLEEN-A-Case-Study-o>"

Princess Kathleen is still there, maybe she has yet more stories to come.

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vmss.ca**