

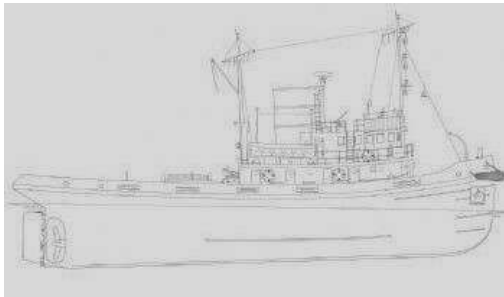


The Binnacle

September 2023

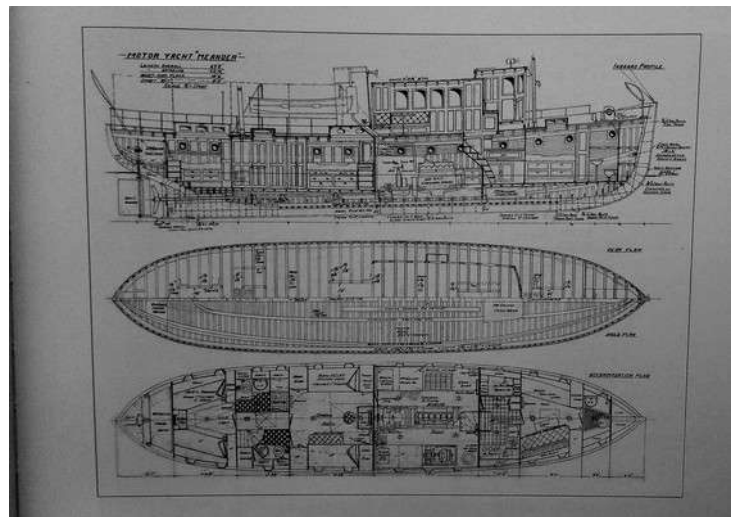
Volume 45 Issue 9

A new venue at
Langford Lake



Ken Lockley on
Moorcock

Edward White on
Robert Allan Designs.



Our President on
The Denton Cup and the
\$20 build.



**From
The Bridge**

**See Page 3 for
President's Message.**

2023 Executive Committee

President: Dave Nelson	812 1942
Vice-Pres: Mike Claxton	479-6367
Secretary: Vacant	
Treasurer: Mike Creasy	888-4860
Director @ Large: Calvin VanElsakker	477-5830
Binnacle Editor: Edward White	385-6168
Quartermaster: Vacant	
Membership: Bev Andrews	479-2761
All above area code (250)	



On the Radar!

This week is our Annual General Meeting, with the election of Officers taking place.
Please consider putting your name in to serve on the executive.
We are very much in need of a secretary.
Thursday evening, 7:30 pm at
St. Peter's Anglican Church Hall.



Regular General Meetings
2 nd . Thursday, 7:30 pm. St Peter's Anglican Church Hall,
St. Peter's road, Lakehill.
Next meeting 14th September, 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, Langford Lake Docks.

The President's Message

Greetings fellow boat modellers,

We had a successful couple of events last Sunday and all that attended had a great time.

The \$20 Boat Build was won by Arnold McCutcheon with his boat made out of a milk carton. It was like the eveready bunny in that it kept on going. Arnold received a Tim's gift card for his accomplishment.

We also ran the Denton Cup, having two heats so all that wanted to could participate. There was some laughter and some sighs as the boats manoeuvred between the ports; there was even an attempted bribe! The youngsters got in on the action and it was great to see them learning the course and having a good time.

The results were as follows:

First was Frank Lohner with 41 points

Second was Duncan Smith with 29 points

Third was Jim Cox with 28 points (although this is being reviewed based on photo evidence of a bribe)

Fourth was Ken Lockley with 27 points

Fifth was Mike Claxton with 23 points (first heat)

Sixth was Max Stiles with 22 points

Seventh was Cal Kerr with 20 points (Duncan's friend)

Eighth was Ron Hillsden with 18 points

Ninth was Duncan Smith (heat two) with 17 points

Tenth was Cal Kerr (heat one) with 15 points

Eleventh was Ryan Heal with 13 points

And Twelfth was Mike Claxton (heat two) with -3 points

Well done to all the participants and a big thank you to the Port Masters for volunteering to man their stations.

This month's meeting will be via Zoom, with October's AGM being an in person meeting at St Peter's Church. Come on out and reconnect with members you have not seen in a while. This is also the AGM and we are looking to fill the Secretary vacancy so if you would like to help out, throw your name in for the executive.

Hope to see you all in the future.



Arnold



Frank



Duncan



Jim

IN THE WORKSHOP:**SEPTEMBER 2023**

Ken Lockley



Another great picture of "Moorcock" from ["Ship Nostalgia"](#) website.

These pictures, that I continue to find, really help keeping my building juices going. The ship was scraped 40 years ago and only had a 20 year life, so finding any pictures is great. In 1959 the Port of London was still very busy and Moorcock and sister vessel Dhulia made headlines when freshly put into service that year. Since the August "Binnacle" I have spent many hours sanding the hull and getting an undercoat on as well as fitting out the inside with motor and shaft etc. This is the exciting time in a model building because you now have a boat, even if it's only a hull. It's also an important time as you are thinking out what motor, speed control and rudder assembly to use and placement of ballast and battery. This is also a period of where to purchase these items. I rely mostly on Burnaby Hobbies and some Amazon Purchases. Dave at Burnaby Hobbies is very knowledgeable and he's happy doing mail order purchases. Our local BC Hobbies comes into play a bit later in the build when I am constructing the superstructure. One big difference this time, I have planked the hull with red cedar as I feel the epoxy sealer might penetrate the red better than the yellow cedar of the last few hulls. Reading the quarterly magazine from the "West System", they make reference frequently to the use of Red Cedar.



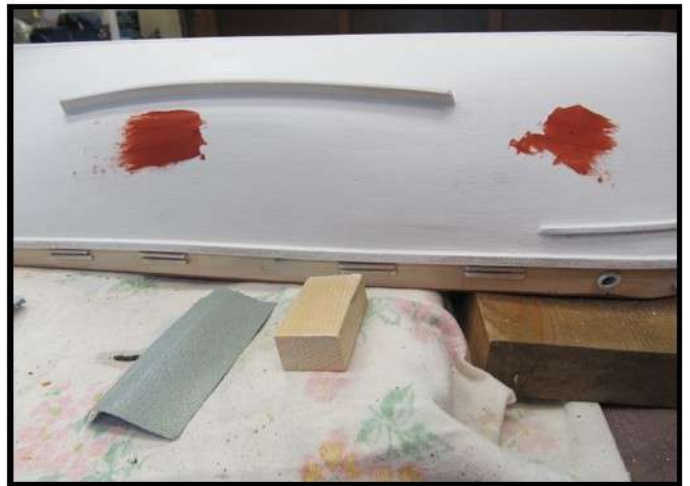
The picture above is a model built by someone in Johannesburg S. Africa. It sure looks like a nicely constructed model of the "Moorcock". This is one of those stray pictures you find on the net, also good to add to my collection of "Moorcock" images.

Precision Sanding:

Whether you are building a model boat, a wooden musical instrument, or fine furniture you are into sanding. In the case of "Moorcock", I have sanded the epoxy sealer and I am going to prepare that surface for final paint. I use a undercoater that has a high talc or chalk filler and have applied 5 brushed on coats. These 5 coats also need 3-5 days to really be very dry and harden up. When this is sanded, using 100 grit aluminum oxide sandpaper and then finish with 120 grit paper. Once satisfied, I use my sharpie pen and go over the hull carefully marking nicks or blemishes. There shouldn't be many but there will a few and this is where I use lacquer based spot fillers. The spot filler I use was purchased at KMS and it dries quickly and can be sanded smooth the 120 paper. If you are spraying your finish paint you need to do a final sanding with 220- 280 grit paper. For a brushed painted surface like I do, final sanding with 180 is sufficient. Sometimes this process takes a second coat of under coat and sanding. Final preparation, vacuum the hull and blow off any dust. I wash the hull with mineral spirits on a rag. Then use a tact rag before starting to paint. Good lighting is a must whether you are spray painting or brushing the finish surface. Yes it takes time to get pleasing results.

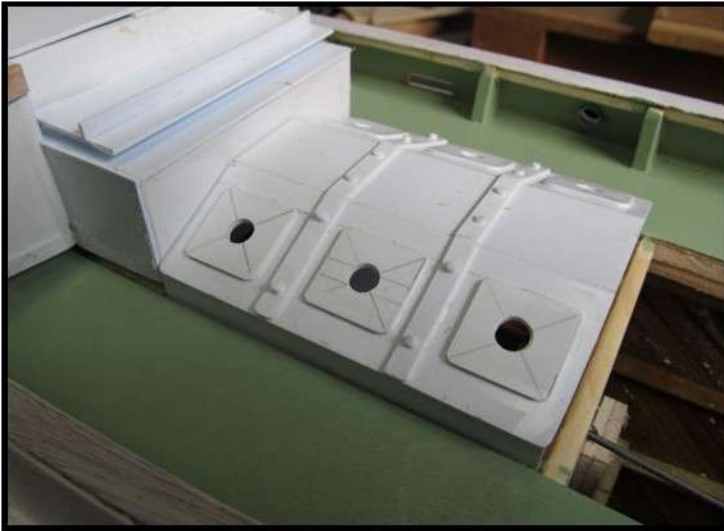


The three pictures were taken during the process described on the previous page. You can see the Zinsser's Primer used on the model. A lengthy drying time is needed but sand first with 80 grit and then 180-220 grit for finishing the sanding before the finish coat is applied.



The pictures below show the progress making the separate objects that eventually are used to make a finished boat. The main deck house supports the wheel house and the funnel, with at least one Life Boat on davits. Also you can see, the deck and inside the bulwarks painted in a Seafoam green. The funnel is made from a hard balsa block which will have three bands separating three different colours.



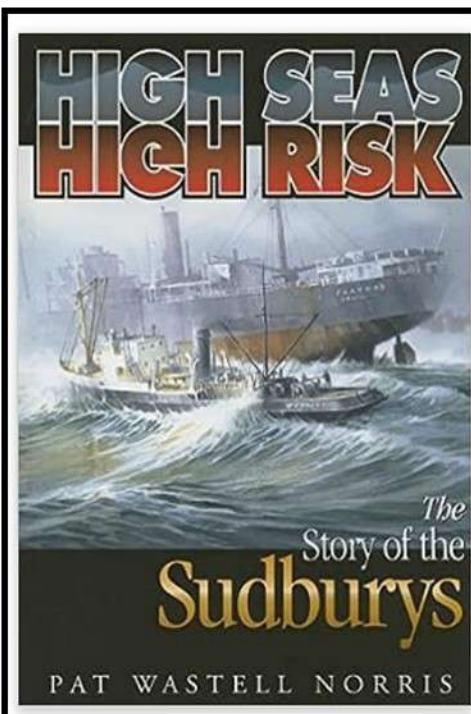


The picture above shows the rear deck house that was made back in May. All these components slowly get made and the trick is to blend them into one realistic looking vessel.

The roof of the main house is styrene mounted on to stitra side wall, and is outlined with a narrow band of Oak wood. The hull isn't paint yet but will be by the time you read this newsletter with a black hull and maroon red antifouling. At the time these vessels were plying the Thames red and green were the two most popular colours for antifouling paints .

Arm Chair Reading: This month's selection is "High Seas High Risk".

Norm Milne in Kamloops has suggested another Farley Mowat book "The Boat that wouldn't Sink". I'll tackle that book in a week or so. Thanks Norm!!



Here is my September selection, "HIGH SEAS-HIGH RISK."

The author, Pat Wastell Norris has done a great job of collecting the stories and putting them into print from the many hours of interviewing crew members .

For us old Victorians, "Island Tug and Barge" was the company that made the North Pacific epic tows an every day event.

Through the 1950's- 1980's the wartime Liberty ships were breaking up and the "Sudbury's" went to the rescue.

Many of you will remember Nils Combe and hearing about his experiences with "Island Tug and Barge Ltd."

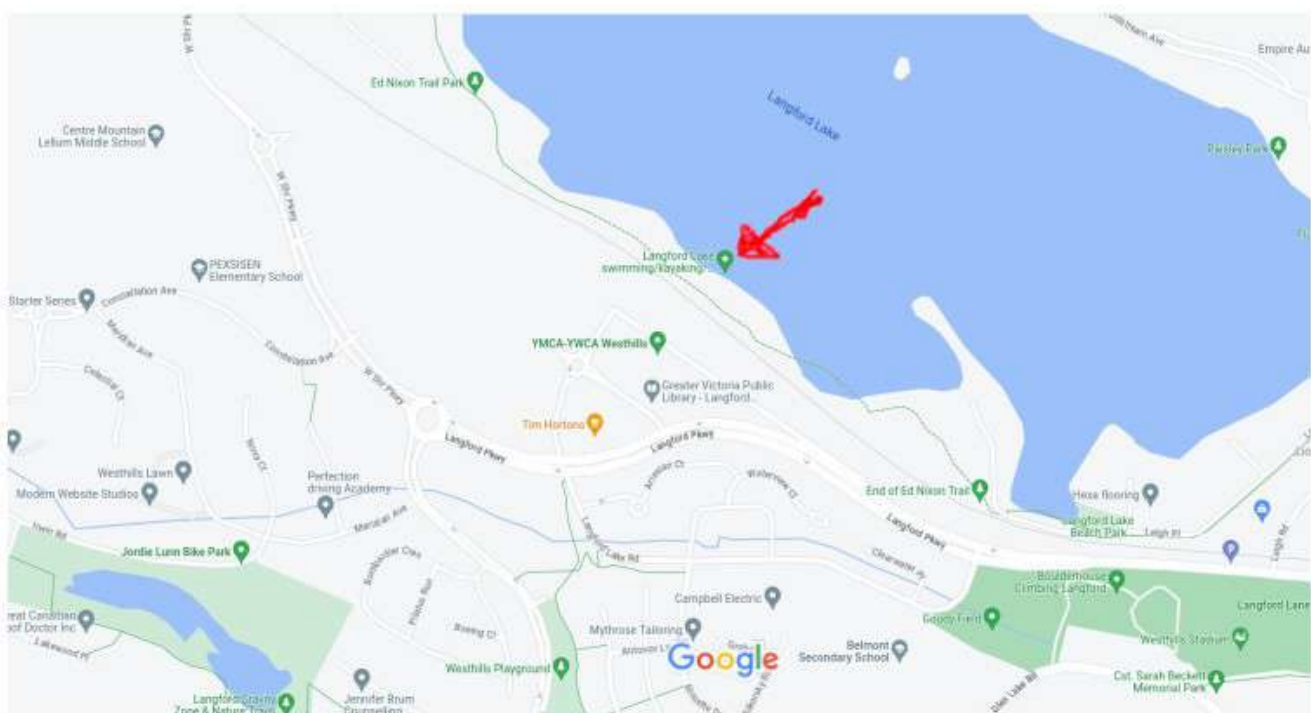
The Langford Lake Navy's New Venue.



On a Wednesday morning Club members are now meeting on this magnificent new dock on Langford Lake, about 500 metres along the lakeside trail from the previous venue. Fabulous job by the municipality, and a perfect place for R/C sailing.

To get there, follow Langford Parkway and take the slip road right to the YMCA building, turn right into the car park and then walk across the railway to the lakeside path. Take a thermos and some cookies!

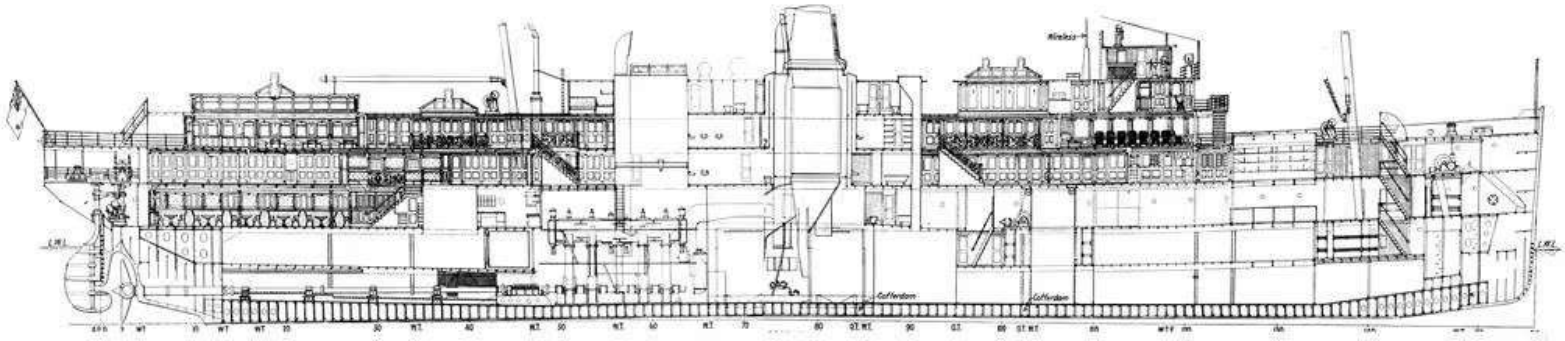
Google Maps



Endless Inspiration Part 2

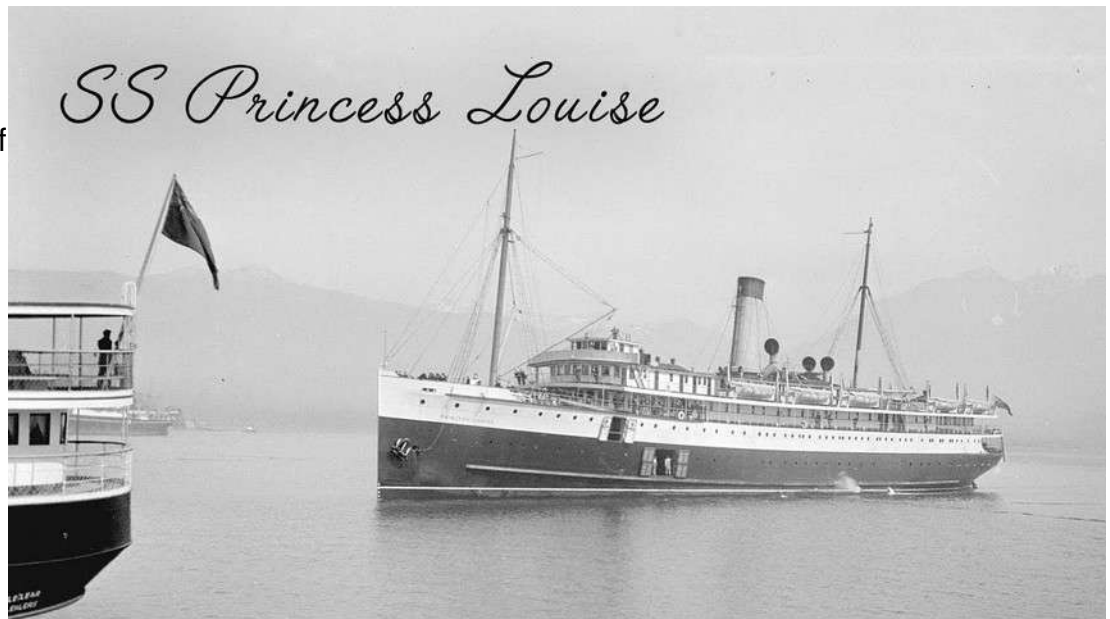
In this second part of the review of Robert Allan's book, "Workboats for the World", I just want to show you a few highlights of the company's designs and their stories. I am promoting this book without shame as a wonderful resource for any boat modeller, especially for those, like ourselves, from the North West Coast of North America. So the images I am using are direct photos of the book, and their stories mostly so.

The original Robert Allan was trained in the UK as a designer of large ships and warships. So the first major job he had in Canada, before he started his own company, was the Princess Louise for C.P. Steamships.



Princess Louise was a wonderfully elegant "pocket cruise liner" at 331 feet long. She could carry 1000 day passengers (for instance on the run between Vancouver and Victoria), and 233 overnight passengers on the Alaska run in her 133 staterooms.

Her triple expansion four cylinder steam engine pushed her 4000 odd tons to a speed of 17 knots. She was launched in 1921 and served the route from Vancouver to Alaska for the next 43 years. The standard of finish of her public rooms was such that she had another 23 years of life as the largest floating restaurant in North America in Los Angeles before she finally sank off Catalina Island in 1969.

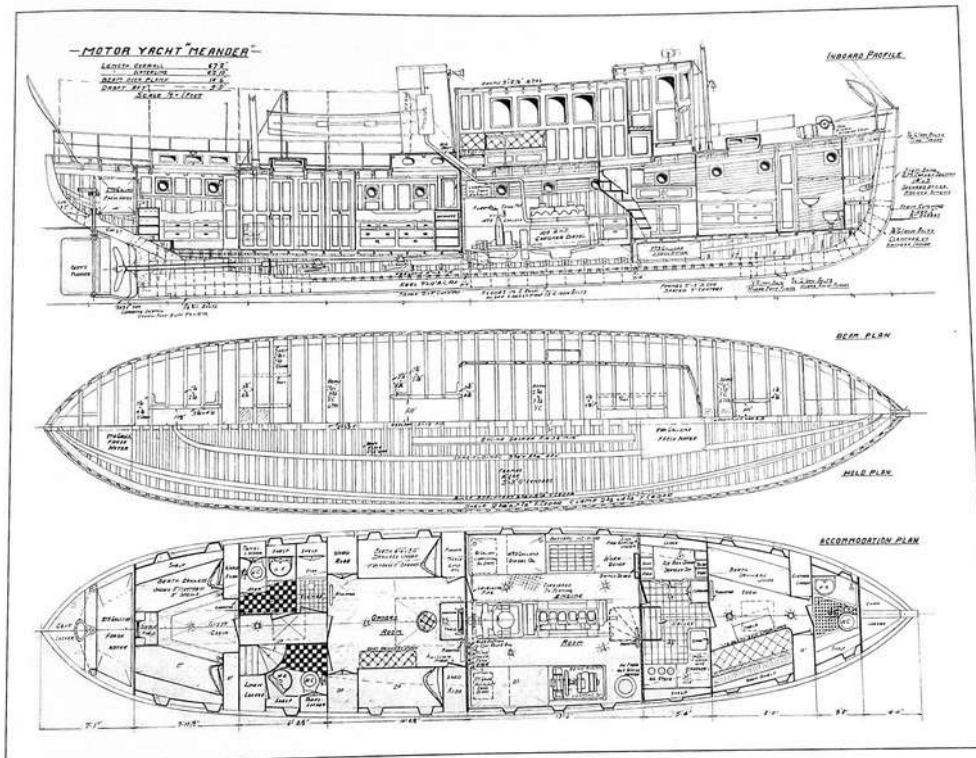


There's a huge difference between working for a large, established company in a field in which you are well trained, and going into business for yourself. Suddenly you have to find the work, and compete with others to get it. The first years were tough for Robert Allan, but two outstanding yacht designs fundamentally saved his business.



The first was Meander. Meander was commissioned by George Kidd in 1933, a 67 foot luxury motor yacht, a rare thing in the middle of the depression, and a rare beauty!

All wooden, with a classic double-ended hull, 14'8" of beam and 5'5" of draught, yellow cedar planking over white oak frames. She is powered by a Gardner diesel engine producing 102bhp at 800rpm. She has two masts, with steadying sails on both to reduce her roll, and is sea-kindly and capable, evidenced by the fact that she is still running.

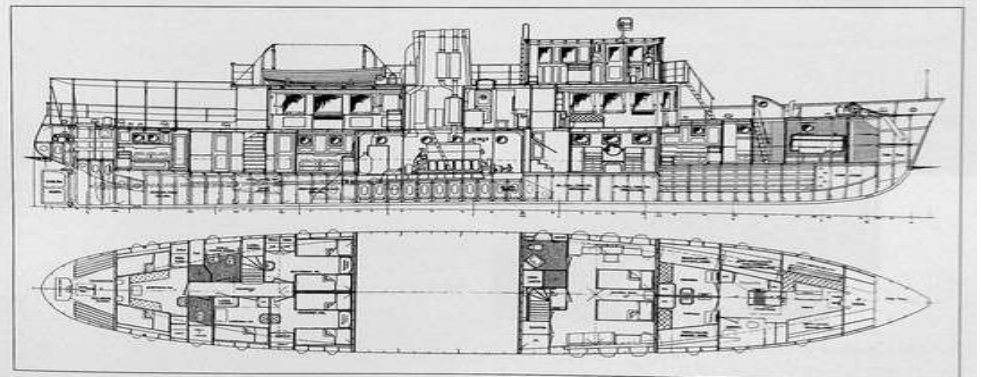
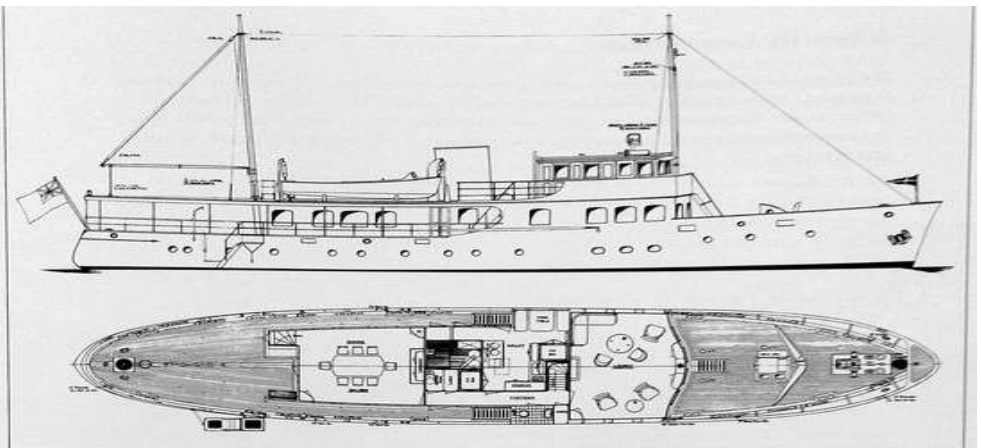


She spent the second world war in the Canadian Navy, then returned to the Kidd family. She was in the charter business from 1948 to 1951, and then joined the United Church as the mission boat "Melvin Swartout" until 1963. She returned to chartering for the next nine years, and then was sold to private owners, in whose loving hands she remains.

The second was Fifer, Robert Allan designed a steel yacht in 1938, 32 metres long, 6.1 m beam, and 2.44 m draft. Her two Waukesha diesels give her a cruising speed of 11 knots and a top speed of 13. She was built to Lloyds 100A1 classification and to the most detailed set of 20 drawings that Robert Allan had ever produced. Over and above all that, she is beautiful. I have seen her in Victoria harbour, and was boggling at her for half an hour.

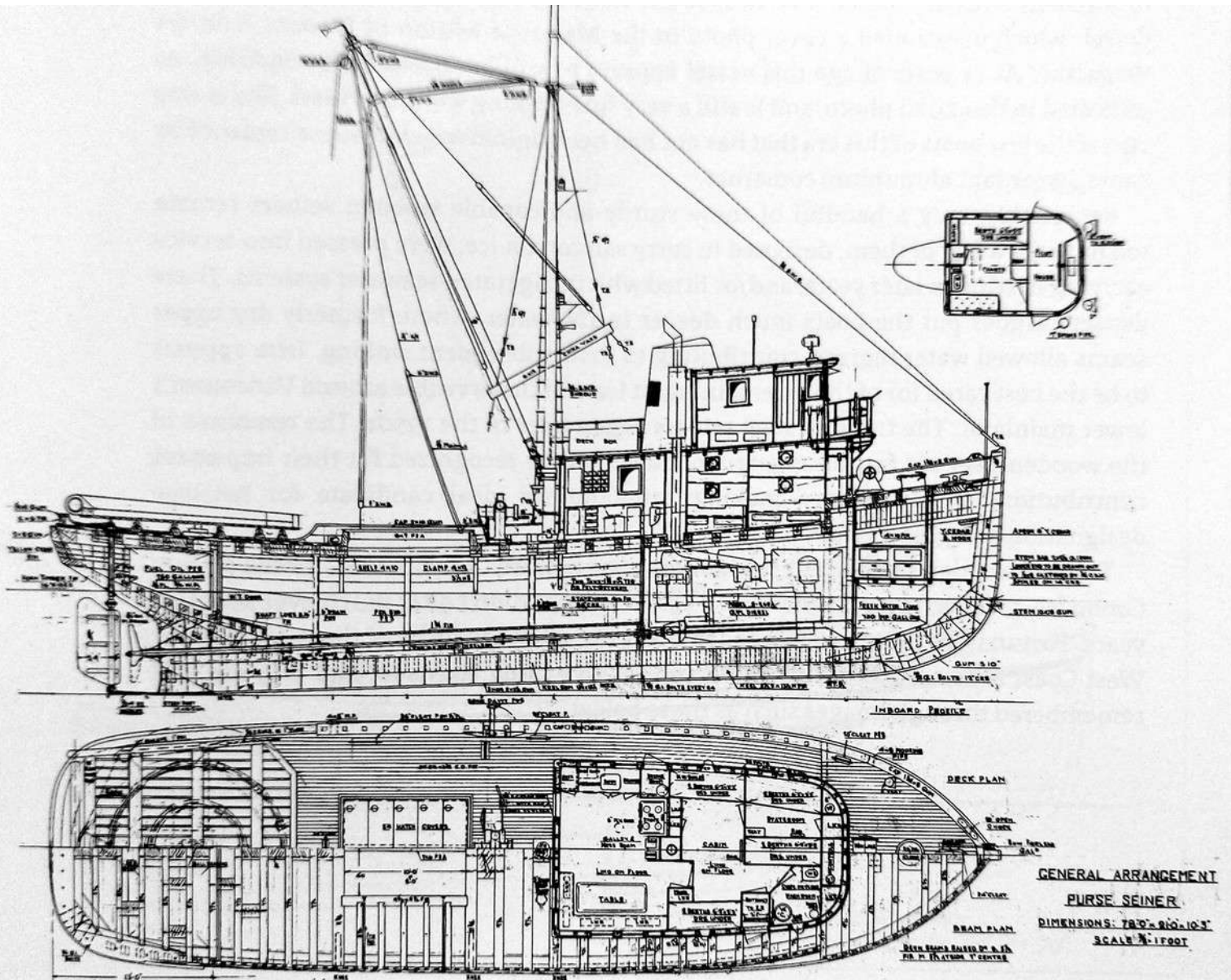


Soon after her launch, she was taken over by the Canadian Navy and spent WW2 guarding the Gulf Islands. Her lines hark back to Princess Louise, and every one of them is perfect. Here are a couple of the drawings. When I win the Lottery, I shall try to commission Ken Lockley to build her at 1:24 scale.



The design package for Fifer was the most comprehensive done by Robert Allan up to that time.

The Canadian Navy also took over most of the larger fishing boats in B.C. for wartime service. But at the same time the demand for B.C. fish products also increased. The UK needed all the canned fish that B.C. could produce. So there was a boom in the building of fish boats. Robert Allan found himself almost without competition in designing them, and they kept him busy throughout the war. After the war the appropriated vessels were returned and new building slowed, but did not stop entirely. The industry wanted more modern, more efficient boats, and Robert Allan was the designer to call.



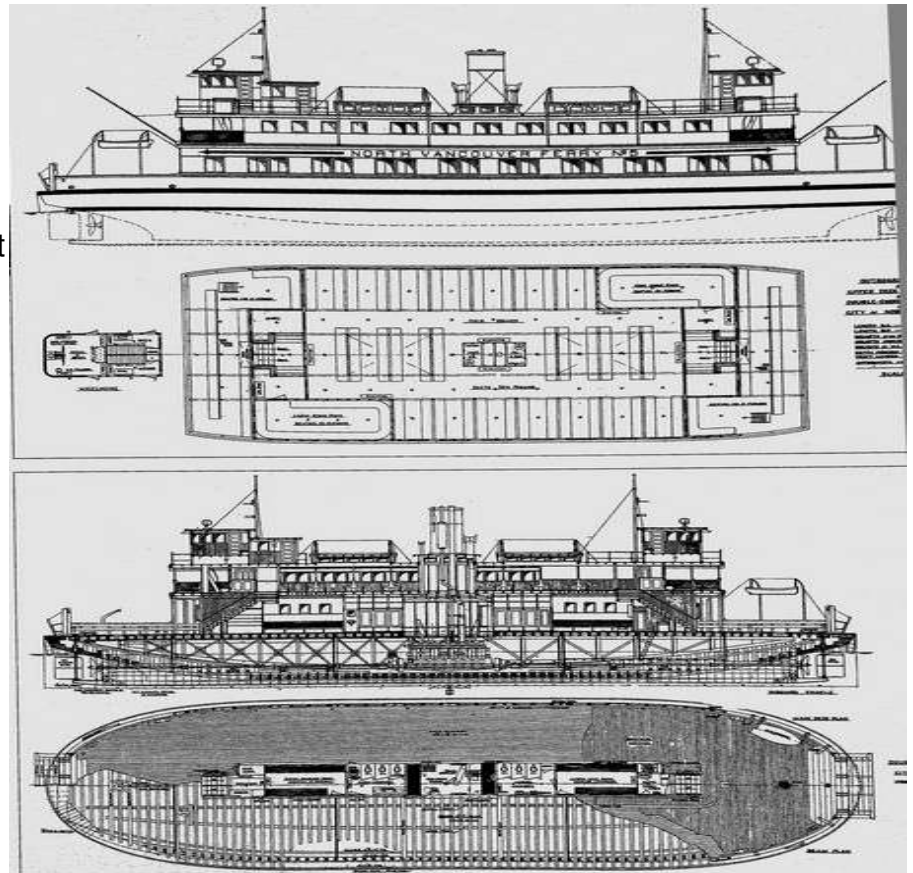
The premier design of this post-war period was Nanceda, 78 feet long, 28 feet wide, and 400 horsepower in the engine compartment. Big and ruggedly good-looking, she was the end result of all Robert Allan's design experience during the war, as well as being one of the finest, most detailed, set of drawings in the company archive.

By this time Bob Allan, Robert's son, was beginning to make his mark in the company, and he developed his own fishing design niche, trollers and gillnetters.

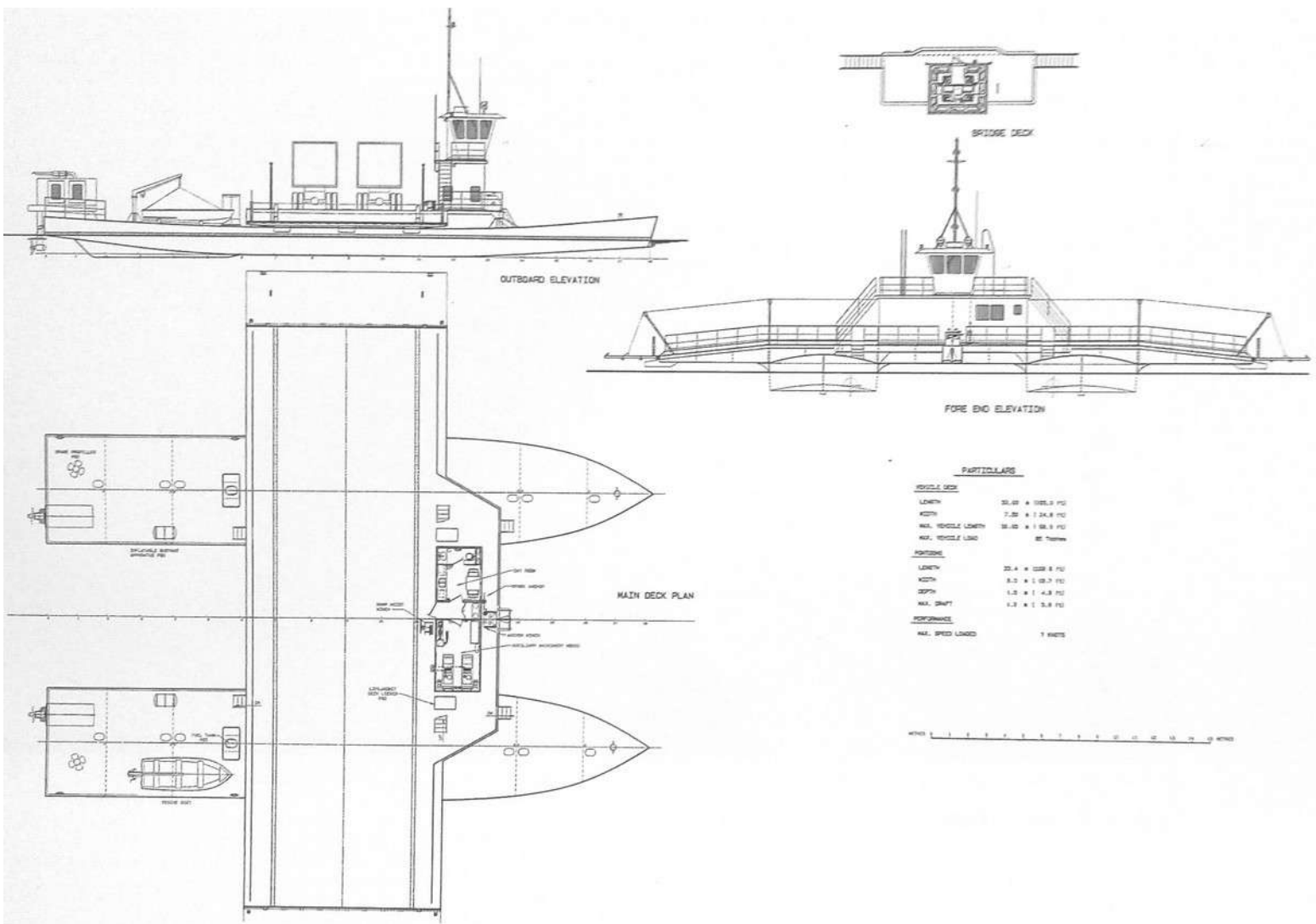
But the next outstanding design I want to highlight is very different. It is the Columbia III, designed as a mission boat for Columbia Missions, run by the Anglican church and launched in 1956. Columbia III is the last of the mission boats built for that organization, serving remote coastal settlements in all kinds of emergencies as well as bringing social and religious support to the isolated communities. She served this need until 1968, by which time float planes became a better delivery system, and then "odd-jobbed" up and down the coast until, in the 1990s, she became the flagship of Mothership Adventures, a kayaking tourism outfit, in whose hands she is considered "the best kept wooden vessel on the coast".



I want to switch gears at this point to highlight the work Robert Allan has done on ferries. The first illustration is the drawings of the North Vancouver Ferry, launched in 1941. This is a steel braced wooden construction, and served as a ferry until 1958, and then as a floating restaurant, the Seven Seas, in North Vancouver. She was finally scrapped in 2005.

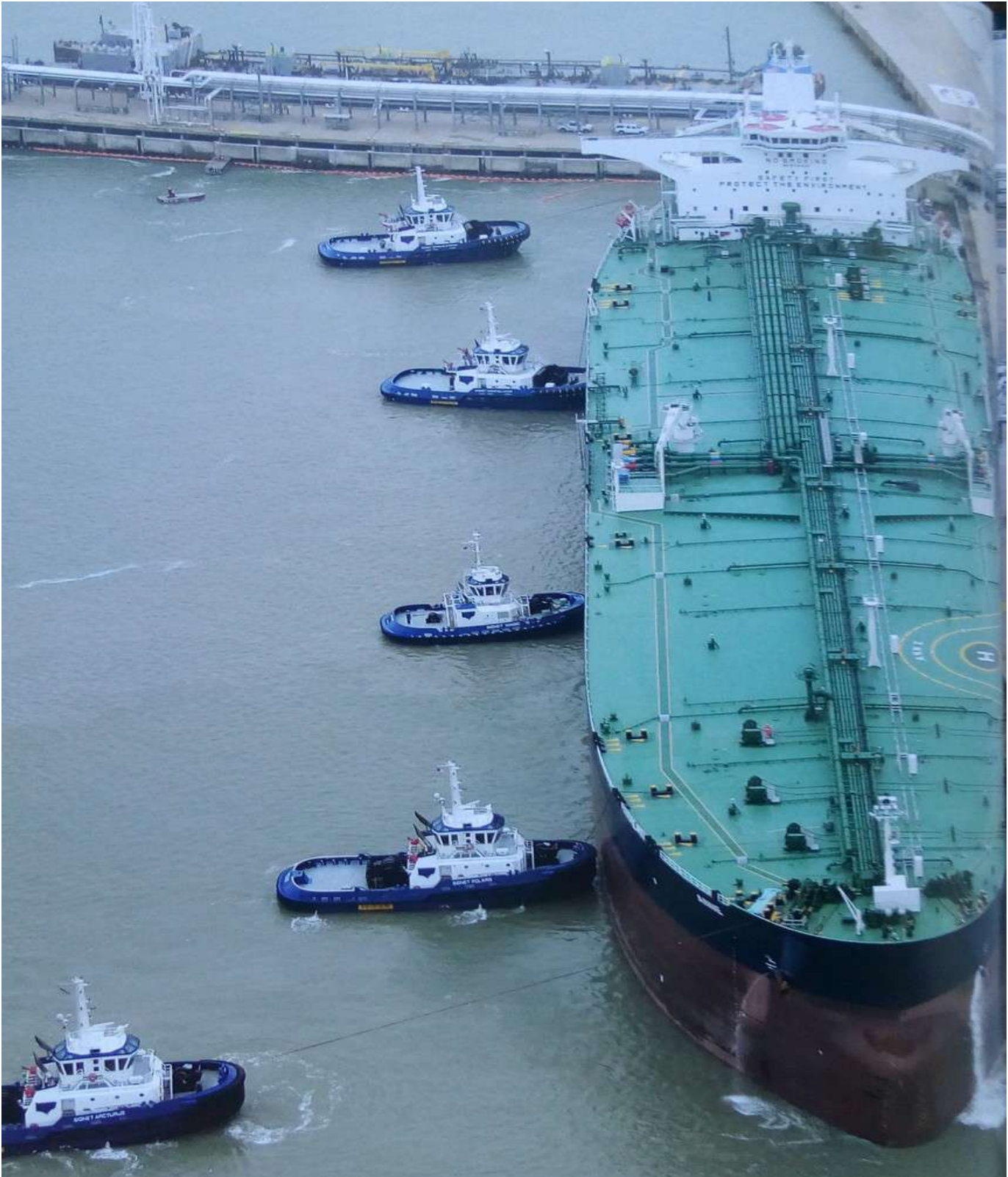


The other is a Peace River ferry, built on pontoons, and with its loading deck set across the beam. This design was to cope with the strong currents in the Peace and the drawings show the 1987 built version with two deck mounted z-drive units on the sterns of the pontoons.



The 1987 version of the *La Crete Ferry*, a self-propelled Z-drive-powered pontoon ferry replacing the previous tug-barge combinations.

I have to finish this at some point, and for Robert Allan Ltd., the archetype vessel has to be a tug. The company today is certainly a dominant designer of tugboats world wide, with more than 1,250 tugs actually built to its designs. And the tugs they design are as modern as tomorrow, with their innovations in all aspects of tug design. I think that this next picture speaks for itself.



How Many Robert Allan Tugs.....?

So that's a small sketch of this company's mighty output. A B.C. modeller looking for a project cannot do better than to go to this book. Again, it's "Workboats For The World" by Robert G. Allan, Harbour Publishing 2022. Start your campaign for a \$100 Christmas present today!

We thank our corporate supporters



Our Website is,
vmss.ca