



The Binnacle

September 2024

Volume 46 Issue 9

**Ken Lockley
In the Workshop and
Denton Cup Results.**



Tug Swell in Alaska

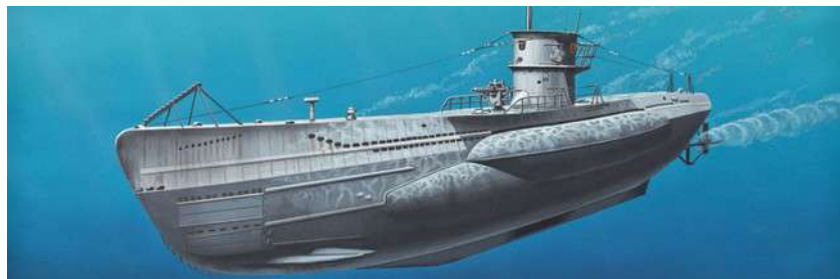


Figure 1: Type 7 U-boat.

**Scott Munford
The Shelbourne Shipyard.**

**Edward White
Stories from the
Classic Boat Festival**



Merry Chase in Victoria



From
The Bridge

From The Bridge September 9, 2024

We have been fortunate to have had sunny weather the last few Sundays – we’ve seen a number of visitors from outside Victoria stop and chat with us. There is always a boat on the table or the pond that catches their interest.

A couple of Sundays back Ron Burchett and Ray Malone came down with a truck full of boats – Ray ran a couple of his boats. He’d been busy helping Ron wire his new builds and showed some of us what they are using for speed controls and radios.

We have chosen a date for the second Denton Cup – Ken Lockley has chosen October 6th weather permitting.

We have not finalized a location to hold in-person meetings yet – we hope to settle that in the next week or so. Our next meeting will be a Zoom meeting.

Our AGM this year will be held in November – more information will follow in the next Binnacle and possibly on our Facebook page. I’m not sure how many members actually visit our page – Rick frequently adds information and photos from other clubs and it’s interesting to see what is being built.

This past Sunday the pond was looking better with not as many leaves and feathers in the water. We have all had a problem with the leaves – blown fuses and sticking shafts have been a nuisance.

We would like to see a few more posts from members on Facebook – it’s a good source of reference material.

Ken Lockley is away but he will be carrying on with more build articles for the Binnacle. Bring a new build to the pond – Frank had his recent fish boat hull in the water Sunday – certainly looks good with an impressive wake!

Happy Boating and we’ll see you at the pond.
Mike

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On the Radar!

Denton Cup 2nd Round.
October 6th. Harrison Pond



Regular General Meetings
2nd . Thursday, 7:30 pm.
By Zoom until further notice.



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

SEPTEMBER 2024

Ken Lockley

**MV. Gillfoam** along side on the Pond at Central Park, Burnaby.

Several years ago I met Lorne Scott at a Garden Railroad Open House. Recently Lorne and I had a chance to have a catch up and conversation soon revolved around model boats. It didn't take long and I could see his enthusiasm for modeling was still a special place. The model above he made from scratch and it is a beauty. Built many years ago but still an active vessel on the "Pond". Gilly Bros Towing Ltd., "MV Gillfoam" was one of the many lower mainland outfits servicing Vancouver Island. Lorne worked for the company and well remembers bringing a cement barge over to the silo at Bamberton in the 1960-70's.

The model is around 38 inches in length and weighs in over 30 pounds. He has made a couple of barges for it to tow around, a Railroad barge the type that use to come to Ogden Point and Point Ellice, very close to Point Hope shipyard. The real "Gillfoam" was built by Arthur Moscrop, the same builder as the hundred year old "SS Master".



A LITTLE HISTORY ANYONE : This picture on our Facebook Page brought back some memories I would like to share. “Bobby A” above was built by Doug Allen and operated by Rosemary Allen at club events. Doug Allen was one of our leading scratch builders in the first part of this century and there still a few of us that remember Doug and his stories working on the Fraser River for a living. First commercial fishing and later an independent tow boat operator. His wife “Rosemary” was no slouch on a steering course. They lived at Cobble Hill and were members of the Nanaimo Club as well as the VMSS. President Mike purchased the boat from “Rosemary” some years ago. Great picture by Scot Mumford.

“MV Swell”, one of the Victoria based Mapleleaf Tours Ltd. vessels. She is 88 feet in length and has six cabins for guests. Tours range from a few days to 14 days in duration. I am looking to make this my Winter model boat building project. Another old tug that use to tow barges into Victoria Harbour during 1940’-70’s.



"MV GLENROVER "

Campbell River docks has been a great source of inspiration for me. Each Summer we walk the docks looking at tugs. Take some pictures and come home and start cutting steel (WOOD IN MY CASE). Glen Rover is almost finished and had it's sea tests Sunday.

The mast is built but missing in these pictures. It will be installed once the paint has harden up .

"Glenrover" is an owner –operator vessel and it's in great condition at almost 80 years old. Originally a war time build for the D.N.D. by Russell Bros. Shipyard in Midland, Ontario.

"Steel Craft Boat"



“DENTON CUP RESULTS”

July 28/24 we had the running of the “Denton Cup “ at Harrison with nine members participating. It was a perfect day for the event but the pond conditions were not perfect but we managed to work around the “Geese” feathers. Several members were on holiday which lowered the numbers. Scores below are:

Cathy M.	17	Rick G.	21
Ron H.	18	Scott M.	30
Bill A.	18	Mike C.	31
Ken L.	21	Jim C.	34
		Frank L.	36

So the scores were close actually and Frank Lohner was the big winner for the first running, using his little tug.

The next running of the Denton is set for the first Sunday in October 6/24. See you there!!

HISTORY OF THE DENTON CUP EX. THE POWEL CUP

Back in 1991, Lois and I were visiting Fleetwood, UK. We happen to arrive on a day the local club was having a fun event instead of serious competitive “Marblehead” racing. Fast forward a few years, David Powel, Dereck Woolard, Lois and I devised the game much the same as we do it today but for sailboats, which at the time was a large portion of the club. Along comes Dave Denton, “why not do it with power vessels” and that soon happen. Both events used Beaver Lake initially but Harrison proved to be the better venue for the power vessels. To the best of my memory the first Denton cup run was around 2003 . We missed 2020, otherwise it’s a annual fun event.

“ Charley”, the latest young guy showing an interest in model boats. He purchased a vessel from Rick who has given him his time to get the boat functioning as it should.

We have to encourage the next generation if we hope to see any boats at Harrison Yacht Pond in the future!!



The Shelbourne Shipyard

It has been quite awhile since I posted anything in the Binnacle. I generally use our Facebook Page and encourage all our members to join. Best way to keep up with all the current news. The irony is not lost on me.

I had believed I was done with new projects. Just complete the USS Arizona then just regular maintenance on my fleet. But we all have that one ship we'd love to have. When I say "Submarine", the first thing probably that comes to most people's minds is a German WW2 sub. At least for me anyway.

So, a few months ago while seeing what's available on Facebook Marketplace, I stumbled across a 1/72 scale Revell Platinum German Submarine Type VIIc kit for ridiculous low price. I quickly contacted him. Turns out his dad was an avid boat modeler who recently passed away. He had numerous kits but I was focused on the Viic.



After opening the box, I realized with a little ingenuity it was possible to convert to R/C. The first thing I did was to create a new bulkhead. The current one had a large round hole in it. I made a solid version so I could mount my two motors to it. It worked out pretty well. Next was to order the props & shafts. The old adage "measure twice, count once" came into play. I was sure I had measured correctly but after waiting two weeks for my 9-inch shafts I realized they were too long. Another 2 weeks and my 8 inchers arrived. They lined up perfect. As of this article, the shafts are installed and I have my rudders ready to go once I reach that step. It has been sealed along the keel and is being painted.



You notice I don't mention dive planes at any time. I have decided to make it a Dry Hull Surface Runner. I already have a Static diver sub but with the water condition at the pond, diving is not an option for most of the year. Another is radio choice. An old school surface radio is needed and their about as rare to find as hen's teeth. So, to use a 2.4 GHZ radio, it can't dive as the signal will not penetrate the water.



The kit came with several U boat names. I have chosen U-324. It has a unique distinction, it never sank any enemy ships nor had loss of life aboard her. It was launched on February 12, 1944. Mainly used for training, it was sent out with the 11th U-boat Flotilla but had engine trouble and had to return to port. It was still under repair when the war ended. So, the Allies scrapped her in March 1947.

The update is not over yet. I'm petitioning the Executive for a name change, The Victoria Model Ship Building & Float Plane Society. Has a nice ring to it. Not only is there one Float Plane in the club but 2. If you haven't been to the pond in a while, you missed a lot. Now the Shipyard can operate below, on or above the water. Getting the hang of flying these beasts will take some time. Both require some damage repair.





Until Next Time, see ya at the pond, or above it.

Scott Munford
Yard Master

Maritime Museum of British Columbia
 Classic Boat Festival
 Labour Day Weekend, Victoria Harbour.

I decided this month to go to the Classic Boat Festival and do something like a photo essay about it. There were something like 100 boats on display down on the wharves of Victoria Harbour, and lots of them invited visitors to go aboard and take a tour. There were both motor and sailing yachts, and their tenders, ranging from around ten feet up to the two Tall Ships from the SALTS training ships that are permanent residents of Victoria.

I took more than 90 photos in the hours I spent there, a special joy was the excellent organization by the Maritime Museum that gave every boat a fill-in poster to provide the basic facts about it.

But a picture of every boat and a brief description of them would quickly get boring and so I am going to concentrate on those boats that stuck out for me.

From the top of the ramp, waiting to pay my entrance donation, (\$5, great value), the first neck swivel was "Whoa, that's a folkboat!" It was indeed.

Lorraine is a classic folkboat, built in 1959 in Denmark, clinker,(lapstrake) planking fastened with copper rivets. With a cast iron long keel, she draws only 3 feet 6 inches. The Folkboat design was the final result of a Scandinavian Sailing Association design competition in 1942. The remit was for a bare bones but highly seaworthy vessel that could be built by skilled amateurs cheaply, and would provide short term cruising as well as potential racing. More than 4000 have been built between the original wooden craft and its later fibreglass derivative.

I have known the folkboat design since my late teens, since my father's oldest friend owned a "Stella" (a fibreglass folkboat but a foot longer.) Pop used to go with him for a week's sailing every year, largely to try to fill the harbour in Calais, France, with empty wine bottles.



The Folkboat is a legendary seakeeper in rough weather, and is a popular design all around the world. Lorraine's owner, Carol Hasse has outfitted her boat exceptionally well, even to fitting a Chinese style sculling oar (a yuloh) over the stern to substitute for an engine in calm waters. Lorraine and Carol have featured on a number of YouTube videos.

The other boat that caught my eye before I got down to the wharf was an open boat with twin lugsails.

The most fun I ever had sailing was as a teenager on the Norfolk broads. We had hired a 6 berth sailing cruiser for a week, and it came with an 8 foot clinker rowboat with a single mast to mount through the front thwart and a tiny dipping lugsail. To be allowed to sail that little boat by myself after we moored the big cruiser for the night was quite wonderful, even better than the first solo car drive after passing my test. The simplicity of a single length of rope as the main sheet in one hand, and the tiller in the other, coaxing that little tub along as the evening wind inevitably died, followed by the triumphant row back to the cruiser. That's how sailing should be!

So when I got down onto the wharf and to the twin lugger, it turned out to be a replica of the cutter from the Chatham, George Vancouver's second ship. The cutter was named Zachary Mudge, and was the boat of choice for surveying the narrow waters between Vancouver Island and the mainland. It could take up to 10 crew and an officer, along with sounding lines, a log line, a compass, and notebooks and pencils, into the waters that looked too hazardous for the bigger ships. No charts, because they were drawing them.

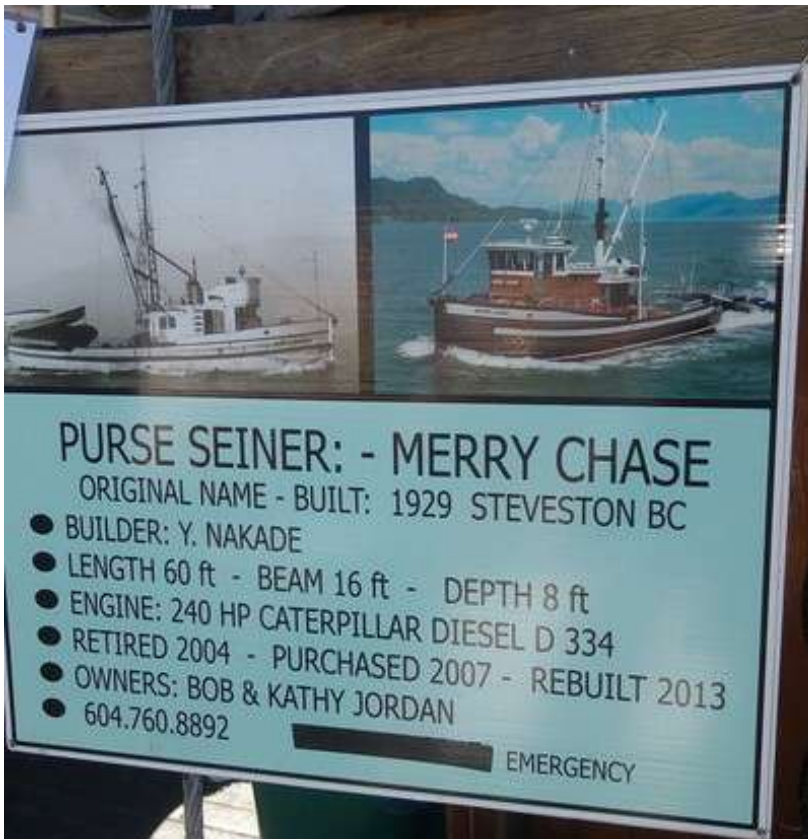
To stand by the side of this boat, and to ponder on all the things it didn't have, is to be all the more amazed at what they achieved.



My third subject is Merry Chase, a purse seiner built at Steveston in 1929. And there's the entrance to a rabbit hole!

Let me start by saying that Merry Chase is a glorious example of a West Coast fishing boat, immaculately restored and converted to a cruiser. I should have spent far more of my time on her and got far better photographs than I did. She led me into a very important part of B.C.'s and Canada's history, and I have a long journey still ahead finding out more about it.

It started from the builder's name on the brief history of the boat that was posted on her side.



Y Nakade looks like a Japanese name. My mind jumped to the Japanese Canadian fishing boats that were expropriated after Pearl Harbour. But the dock was very crowded at that point and I really was most impressed by the beautiful finish on the boat and wanted a shot of the bow. I got it and carried on to the rest of the boats.

But I have followed up some.

Y Nakade is Yasujiro Nakade, the owner of Nakade Boat Works in Steveston in 1929.

From 1942 to 1945 Merry Chase was HMCS Merry Chase of the Royal Canadian Navy Fisherman's Reserve.

More than half the fishing licences in B.C. in 1940 were issued to Japanese Canadians.

More than 1,200 fishing boats were seized from Japanese Canadians at the end of 1941.

Enough for now.



Next on my list is Gikumi. I was delighted to see Gikumi, because I and my family took a whale-watching tour aboard her in the late 1980s from Telegraph Cove. We saw Orcas up close and personal and started an admiration for these wonderful creatures that persists today.

She was designed by Robert Allan Sr. to service the Broughton Lumber and Trading Company in Telegraph Cove, and was launched in North Vancouver on Labour Day 1954. She is 60 feet long, 17 feet beam and 6'2" draught.

When the mill closed in the early 1980's she passed to Stubb's Island Charters to become a whale watching boat, still out of Telegraph Cove. She stayed in that service until 2017.

After 62 years in Telegraph Cove, Gikumi was moved to Quadra Island for a major refit, completed in 2018, and since then still works the West Coast between Fraser River tours out of Steveston, Charters and cruises as far as Prince Rupert, and even out of Oak Bay Marina in Victoria. 70 years old and looks good for another 70.



A huge contrast is Roger Bayley's Wee Duggie, at 14 feet 6 inches catching not only my eye, but that of most other visitors. It was the winner of the people's choice award.

It was built in 1952 in Peterborough and named Orkney Swan. By 1982 it was close to being scrap, when it was bought by the present owners wife. It languished for a year for lack of money, but then a long delayed bequest from the owner's grandfather in New Zealand came through and financed a thorough restoration. The grandfather's nickname was "Wee Duggie" and so the boat was renamed. Wee Duggie was relaunched on the Rideau Canal in Ottawa.



Nowadays Wee Duggie calls Vancouver home. But more recently, the boat is not seeing a lot of use and it was suggested that it was getting time to give the boat a new owner. But Roger decided first to build a memento in the form of a scale model. That's Wee Wee Duggie that you can see on the bow. A Japanese working scale model of the outboard was found, and Roger built the rest meticulously (more than 2000 brass rivets,) complete with radio control. The two together are amazing to see and compare.



Another boat, another big story behind it. The Cherry II really appealed to me for some reason, and it took me a few minutes to figure out why. It's design and finish are more workboat than yacht, while at the same time she is obviously being very well maintained.

Cherry II was built in 1946 by the Forest Service Marine Depot as a ranger boat. That is, to house and transport a single Assistant Forest Service Ranger while he patrolled the coast to enforce logging regulations. They were built utilitarian, but at the same needed no major conversion as they passed into private hands. There were over 200 vessels built for and by the Forest Service, and they now have an owner's club that takes pride in preserving them as working vessels rather than yachts. They emphasize paint over brightwork, and preservation over shiny chrome or brass. Cherry II gets that

balance right. Mainly grey and white, she's smart but business-like, well cared for but not cossetted.

So, I have another story to find out about, the Forest Service boats.

The last feature boat for this article is of a boat I was particularly delighted to see, not expecting it although I should have.



Tally-Ho was the winner of the 1927 Fastnet Race. One of only two yachts to complete the race from 15 starters, she was actually second across the line, but won the race on handicap.

She was originally built in 1910, to a design by Albert Strange. She was not designed for racing, rather for deep sea fishing and cruising. She was active out of Southampton until 1967, when New Zealand sailor Jim Loudon took her through the Panama Canal to Rarotonga. She grounded on the reef at Manuae in 1968 and was close to being lost, but made it back to Rarotonga to be rebuilt. She became a fishing boat out of the Port of Brookings Harbour, Oregon, until 1987, then languished there until the Albert Strange association bought the remains and kept her on stands in a boatyard in Brookings Harbour from 2010 till 2017.



Unable to raise the funds to take Tally-Ho back to Britain and rebuild her, in June 2017 the Association sold her to English boatbuilder and sailor Leo Sampson Goolden for \$1. Leo moved her to Sequim, Washington to restore her. He started to make YouTube videos of the whole process, and that was how I first heard of her. I have followed Leo's videos on YouTube ever since, and in April this year Tally-Ho was relaunched in Port Townsend and sailed under her full rig in Port Townsend Bay in June.

My recollection of the process is that Leo bought little more than a full-size, rotten, template of a boat. But he has shown what can be done using the internet to gather help and money through his videos from all over the world. The stories have been epic, from finding and getting the timber sawn, restoring a shipwrights bandsaw to cut the frames, to casting the keel twice, to rebuilding a unique capstan with the help of other YouTube craftsmen. (www.VintageMachinery.org, Keith Rucker, who I have also followed for years).

Suddenly, rounding a corner on the Victoria Harbour Docks last Saturday, there she was, complete with Leo attending to a long queue of fans wanting to talk to him. I didn't join them, instead I walked from stem to stern, gazing at the quality of the woodwork that I could see from the dock, and getting a couple of photos.



That was enough. I wasn't going to top that experience, and I could see an outline for this article, telling the stories of a few boats rather than trying to cram in little bits about all.

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