

Bonus: March 12pm! March 2009 Volume 9, Issue 1

The Binnacle



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TAKE A GUESS...





... guess what it has in common with Canada?

is it a lot more common

books of interest - not of Seattle

<http://www.seattlecanon.com/>

There is a link of interest which is to purchase some about \$25 plus shipping charges - that brought the search to the library from the book, among others, that it was.

Regards,
Miss Clavin



May 2009 Volume 18 Number 2

The Binnacle

Visitors' Book "Binnacle" Bookings
 Visiting & Local
 Companies
 Seafood & Entertainment

10000 SWIMMING POOL
 10000 SWIMMING POOL

BATTLE OF THE ATLANTIC AIRCRAFT FASHION SHOW 2009

BATTLE OF THE ATLANTIC AIRCRAFT FASHION SHOW 2009

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July 2008 Volume 31 Number 7

The Binnacle



Historical & Maritime Publishing Society
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 Washington 97001
<http://www.hmpubsociety.org>



Historical Nautical Publishing Society
 10000 1st Street, Suite 100, Seattle, WA 98104

BEAVER LAKE: BOATERS BATHERS BERRIES!!!








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September 2009 Volume 31, Issue 3

The Binnacle


SUBJECT INDEX UPDATE!
 Page 10

Victoria Public Transportation Society
 Victoria BC Canada
<http://www.victoriapublictrans.com>


VICTORIAN HERITAGE
 National Historic Site of Canada

SAANICH FAIR 2009: WILD...WEL...WONDERFUL!



The Binnacle
 The Victoria Public Transportation Society
 The Victorian Heritage Society
 The Saanich Fair 2009

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MERRY BINNACLE CHRISTMAS AND HAPPY BOATING NEW YEAR!



Victoria Model Shipbuilding Society

Annual General Meeting – November 12, 2009

Call to order: 7:30 pm (35 members & 1 guest attending)

- Welcome: 1 guest attending, **Steve Meredith**
- Outreach: **Derek Woolard** is going to move into the Kensington on a trial basis.
- Club Finances: **Mike Creasy** presented the year-end report. The club had a deficit of \$150 for the year. Our assets total \$8600. A detailed report is in the November Binnacle. We lost 12 members last year but gained 12 new ones.
- Upcoming Events: The Summer Sailing Series concludes on November 22nd at Beaver Lake. **David Cook** said we have 8 out of town boats confirmed so far. Sailing between 10:30am and 3:30pm. Our Christmas Social takes place at the Gorge Vale Golf Club on December 10th. Doors open at 5:30pm. **Mike Creasy** was busy selling tickets.
- Bill Sturrock** was collecting money for the 2010 VMSS Calendars. This year, to cut down on unnecessary printing costs and wasted calendars, all calendars must be pre-ordered and pre-paid.
- Open Forum: **David Cook** discussed the plans to update our website and will be requiring some photo's of boats soon. **Bob Rainsford** has two club tug boats for lending out to new members if any are interested. **Len Thomas** wanted to correct an error in the last Binnacle, his two destroyer kits are not for sale, he is giving them away. **Dave Denton** had some more books for the library.
- Elections: **Barry Fox** officiated the Election of Officers, with the following results:
 - President – **Barry Fox** (acclaimed)
 - Vice President – **Robb McDonough** (acclaimed)
 - Secretary – **Scott Munford** (acclaimed)
 - Treasurer – **Mike Creasy** (acclaimed)
 - Director at Large – **Ken Ensor** (acclaimed)

The following members have volunteered to stand for appointment to the Executive by the elected directors:

- Quartermaster – **Bob Rainsford**
- Show Co-ordinator – **Bill Andrews**
- Binnacle Editor – **Bill Sturrock**
- Public Relations – **Ron Armstrong**
- Parks Liaison – **Mike Claxton**
- Sailing Director – **David Cook**
- CRD Liaison – **Robb McDonough**
- Librarian – **Dave Denton**

(Continued on page 3)

2009 Executive Committee

President: David Taylor	652-6480
Vice-Pres: Ken Ensor	478-6884
Secretary: Scott Munford	382-1673
Treasurer: Mike Creasy	965-6487
Show Coordinator: B. Andrews	479-2761
Binnacle Editor: Bill Sturrock	479-0239
Quartermaster: Bob Rainsford	383-2256
CRD Liaison: Rob McDonough	598-4619
Parks Liaison: Mike Claxton	479-6367
Sailing Director: David Cook	388-5994
Librarian: Dave Denton	478-1800
Publicity: Rob Ross	592-6866
Director at Large: Barry Fox	294-0350

All above (250) area code



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ON THE RADAR

INFORMATION ON UPCOMING EVENTS

Christmas Social: December 10th!
January meeting, January 13th.



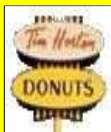
Gorge Vale Golf Club:
5:30 PM no host bar,
dinner 6:30 PM



POWER: Sundays 10 – 12
 Harrison Model Yacht Pond (HYP)
 Dallas Road at Government Street



SAILING: 1st and 3rd Sundays 1 – 3 PM
 Beaver Lake
Next is December 20th, 2009



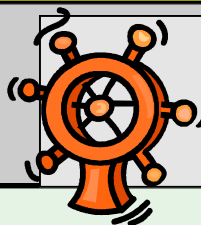
LANGFORD LAKE NAVY
Wednesdays 9:30
 Langford Lake, Leigh Rd at Trillium

(Continued from page 2)

Rob Ross & Marvin Ramus have volunteered to help out where needed.

8. Show & Tell: **David Marryatt** showed the hull to his latest project. **Mark Giles** had his Lindberg Submarine present.
9. Adjourn Business portion & break
10. Entertainment: **Alex James** displayed his dredger. It is equipped with working buckets and a crane to lower or raise the chute.

Respectfully Submitted
Scott Munford, Secretary



From the Bridge

Hi Shipmates

Well here we are at the end of another great year. Thanks to all those members who supported and represented the club at the various events held during the year. As usual a great job was done by all the members of the executive with the organisation and running the various events.



I am stepping down as president this year as work is starting to get in the way of my hobby with the possibility of more travel overseas. As you know **Barry Fox** is taking over the reins as President and will no doubt do a great job.

Thanks to all for keeping me up to date and all your help as it would not be possible for the club to operate without this team putting in the time that they do.

For those attending the Christmas Social I hope that you have a great time

Thanks Shipmates

A VERY MERRY CHRISTMAS TO YOU
ALL
& A PEACEFUL NEW YEAR

Dave T



New monthly meeting location:

Garden City United Church
4054 Carey Rd.
 Entrance at rear.

<http://www.islandnet.com/~gardcity/>

Map:<http://maps.google.ca/maps?client=firefox-a&rls=org.mozilla:en-US:official&hl=en&tab=wl&q=garden%20city%20united%20church>

THE SUB SUBJECT

MANY DEAD-STREETS AND BLIND ALLEYS were followed, and hills climbed, to paint this picture of where it's currently at with the RCN's submarine fleet. No one says much, and those who say, say a little, wish to remain nameless. But, I did get a toe in the door on "What's the current status," and, "Why are the refits taking so long?". The info I gathered rings true, but forecasts, one must remember, forecasts are difficult when they deal with the future. Here's how, as at December 2009:

DND has let a 15-year refit and maintenance contract with a 5-year option for C\$1.5 billion to CSMG (Canadian Submarine Group) to be carried out in both Victoria and Halifax. Locally, CSMG is a partnership of the Washington Marine Group and Victoria Shipbuilding, with B.A.E. as their British consultants. For now, Victoria and Chicoutimi are being handled here, while Windsor and Corner Brook are being nursed in Halifax. That may change. There is an intent to make Esquimalt the chief R&M base.

Should luck hold, all four of the sisters should be in active service by between 2012-2014, whereas in the March 2006 column the guess was 2008. Well, well. For now, Corner Brook has actually been operational over the past 18 months. She does, however, take time off fairly often. Her main task, so far, has been to offer hands-on training for here sisters' crews—for those willing to bide their time. (Patience indicates strength of character.) Also, during her breaks, many things get fixed as they come to light, and parts, if available, get replaced. If unavailable they're made anew or reconditioned.

Victoria, meanwhile may well get back into the briny this coming spring. She did make it into Esquimalt on her own via the Panama Canal, despite the hear her crew had to suffer. Those men are tough: they're hard-baked.

Windsor's current status is similar to Victoria's. Another six months', thereabouts, and she may well be flying her maple leaf in an Atlantic spring breeze. "We shall see", said the visually challenged man.

Chicoutimi, launched in 1990, needs two to two and one-half years' rehabilitation. That'll give her a chronological age near 22 years, which is sort of old for a new sub. Apparently, though, her fire asea that caused the sad fatality while home bound to Halifax, was well cleaned up in Halifax, and not nearly as damaging as first thought. Most of it was remedied before she got her piggy-back ride back to our shores. The after-the-facts investigation cleared all involved of any blame. But I recall that the down-below wiring was revamped to avoid a repeat of shorts while the tower's hatch is open. All of that out of the way, she'll need two years in refit to (perhaps) wend her way back to Halifax on her own lonesome self.

The second part of the question(s) as sought, i.e. "Why is the refit program taking so long?" has many, many reasons for which there are many answers. All of them more or less rooted in the same cause: the lengthy four or more years that the boats lay idle without being properly mothballed and not taken out to sea. That happenstance in itself had so many causes which could not have been foreseen until the refit show finally hit the road.

A minor thing, one might say, but which isn't: British metric and SI are not the same where thread pitch is concerned. Any 9-mm wrench ("spanner", what?) will fit a British bolt or nut of that size, but neither the bolt nor the nut will fit in or onto its counterpart. No problem for hand tools since loose bolts or nuts are available, but where they are integral to the boat or its larger parts? Don't try Capital Iron or any other near-by merchant. Choice: maintain or revamp from scratch.

Next: everything made of or coated with rubber had deteriorated and had to be replaced outright. Hundreds of items such as escutcheons where wires and tubes penetrate bulkheads or partitions, the long wire ways that run exposed on interior surface and their rubber-coated holders plus the insulators between wire/cables on which they rest at every support. And unmentioned: how about seals and gaskets? Quite an inventory.

To be remembered as well is that most replacements or modifications must most often take place in crowded quarters. It's one thin to build/assemble in a shop or during construction; it's quite another to repair or replace something later—especially if it has British provenance. Any Canadian mechanic working on, say, post-WWII Austins or Morrisies will vouch for that. The next couple of examples partly handicap the refits for the same reasons.

Upon "getting going", it was found that the numerous cathodic protectors had been meals for the saltchuck. Some to lesser degrees, other completely. As a result, corrosion had taken a severe bite into many exposed parts. Few could be rehabbed. Most had to be replaced. Spares were seldom at hand. They simply had to be manufactured. The refit crews got to call it "Parts non-availabilitis". So they had to be manufactured, in Canada or overseas. All that took (still takes) much unanticipated time delays and budget. Then, of course, all the cathodes had to be replaced—a situation that partly let to the next one.

The Upholder—cum Victoria-class boats, more so than other subs, has a high number of pressure hull-penetrating valves. These have numerous parts cast of bronze or other nonferrous materials. On some of the subs, some 60 out of about 100 qualified for the scrap heap. In others (Victoria, I believe) all the valves were written off. Ordering new ones posed this problem: the



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manufacturer had tossed out all they had left, together with various molds, and they'd been specific to the Upholder-Class. Now they had to be rebuilt from prints—a formidable blow to budget and estimated time.

To all of that and no doubt much more, plus Chi-coutimi's tragic fire on the way to Halifax that just topped off the laundry list of grief and setbacks. Still to add: the costly rides from Jolly Old to Halifax and, the added one to Esquimalt. Over all a real sad episode for our Navy, but the RCN is good at keeping a stiff upper lip. Readers please note: I'll pay heed to anyone who know better and/or more. Confidentiality guaranteed. Kindly phone me at (250) 595-4740.

For next month, I hope to get input from the San Diego Maritime Museum regarding the Russian/USSR sub. Failing that, expect a re-run of my criticized (by a Russian in Salmon Arm) September 1999 column.

* * *

MERRY CHRISTMAS HAPPY NEWYEAR 2010

Romanus Unicum.



Servos and Power

Since radio control robots came on the scene a dozen years or so ago, the availability of powerful servos has just sky rocketed. All the major servo makers now have strong, precise digital servos available. It seems that Hitec is always a step or two ahead of the rest but that likely has more to do with them being about the first to jump in.

Most servos have always been rated for use with 4.8 volts as a 4 cell AA battery pack was the most common source for on board power for many years. Although they weren't officially rated for it, it did become quite common to run a 5 cell pack and boost the source to 6 volts. Following that most of the servo makers started to give power ratings based on both 4.8 and 6 volts.

When the digital servos became more popular (robot time now) the desire for ever more servo power followed. Soon there were a few servos rated for 7.2 volts which was the result of a 6 cell AA pack.

For the sake of comparison, a standard sized, standard analog servo (such as the ones that are often included with the radio set when you buy one) are in the 45 to 60 oz-in torque range depending on whether you use 4.8 or 6 volt sources.

The earlier Hitec digital servos were in the range of 250 oz-in on 4.8 volts and 330 oz-in on 6 volts. These servos are about the same size and weigh about the same as the regular, ordinary analog servo. A big difference!!!

When the servos moved up to a 7.2 volt rating that number jumped again, this time to a whopping 417 oz-in.

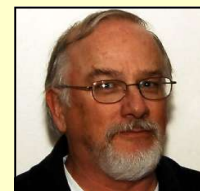
Then along came easy access to LiPo batteries and an inexpensive, light weight source of 8+ volt batteries that will deliver mid 7 volt power for a very long time and that has all prompted another burst of power for servos. Hitec recently released their latest item which is now rated at 486 oz-in of torque, just astounding.

On top of that these servos can be programmed to deliver a true 180 degrees of travel which is the range we have to get into to use them for controlling sail movement on the bigger RC sailboats. Of course, as is the case for all servos, you can also make them run continuously in either direction with a bit of modification.

The other thing that all of these servos deliver is astounding speed. That speed has made them attractive for sail control because they enable a kind of snap-gybe on downwind runs. You don't need to alter your course the least bit to carry out a gybe as the momentum of the booms being pulled in so quickly causes them to go right past centre on their own, as long as you move the stick back out quick enough.

The point is that for all practical cases, you can get a lot of servo power in the same physical package now and for some application, that opens some interesting possibilities, for a price.

Barry Fox



Old Wood & Rusty Iron

The Cadillac

by Mike Creasy



Ever seen a '55 Cadillac? They were hard to miss with those big fins, lots of chrome and big red taillights. Elvis Presley on the two-speaker radio, a rat-tail comb in your back pocket....the American dream.

A Canadian Cadillac was

a little bit different: 366 feet long, 2,800 tons with two steam turbines to push them along at 28 knots, and a very unique, rounded look. They were, of course, state-of-the-art destroyers designed and built entirely in Canada.



The first of the class, **HMCS St. Laurent**, was launched in 1951. These ships were the first of a new generation of submarine hunters, built to replace the aging WW2 Tribal class (and others) in the face of the newly evolving nuclear submarine threat from the Soviet Union. Just like surface ships, submarines were undergoing major changes. Submerged speed, dive depth, weapons technology and the introduction of nuclear power all combined to overwhelm surface ships which had been designed to fight WW-2 U-boats, not nuclear submarines. Other navies had not yet begun to redesign their destroyer fleets, hence there was no "off the shelf" design available and, since Canada had specialized in anti-submarine warfare during WW2, it seemed reasonable that Canada should lead the way.

The clean, rounded shapes of the upper works came from Captain Rowland Baker, RN, who was largely responsible for the design. His intent

was to improve seagoing characteristics in heavy weather, needed to hunt these new high-speed submarines then coming into service.

Baker also established the RCN's Naval Central Drawing Office, which would be critical to Canada's ability to design and build these complex new ships in Canadian yards. Previous Canadian-built warships had relied on getting a complete package of builder's drawings from foreign designers.

The St. Laurents marked an important milestone in Canadian design and shipbuilding because, as the first of a completely new class of ships, an intensive "debugging" and redesign period was needed. This couldn't be done without a Naval Design Office to work with the shipyards and sort out problems.

St. Laurent and her six sisters (**HMC SHIPS SAGUENAY, SKEENA, OTTAWA, MARGAREE, FRASER and ASSINIBOINE**) came to be called Cadillacs because of all the tremendous improvements from the British designs and ancient American hand-me-downs used in WW2.

Some of these features seem incredible today – bunks rather than hammocks, an enclosed bridge (Think about that when you step outside into a 60 knot breeze at minus 20!), AC electrical systems and a command centre for the latest new weapons and sensor systems.

All these ships were commissioned between 1955 and 1957 and given the NATO designation DDE for destroyer-escort. None was equipped with a helicopter or hangar, although the need for such equipment was quickly proven. Most ships were upgraded in the 1960's with helicopter and hangar, adding another 200 tons to full load displacement, and redesignated as DDH (destroyer/helicopter).

The St. Laurents were quickly followed by an updated version known as the Restigouche class – **HMC SHIPS RESTIGOUCHE, CHAUDIERE, COLUMBIA, GATINEAU, KOOTENAY, St. Croix and Terra Nova** – and then the Mackenzie class – **HMC SHIPS MACKENZIE, Qu'Appelle, Saskatchewan and Yukon**. All of these ships were originally built without a helicopter hangar and deck, although most were soon refitted. The final two Cadillacs – **HMCS ANNAPOLIS** and **HMCS NIPIGON** – were built from the start with helicopter hangars.

These ships served Canada throughout the world during from the 1960s until the 1990s, and showed the way for many other innovative naval designs. Unfortunately, the last visible traces of the Canadian Cadillacs will soon disappear – most of these ships ended up at the breakers yard or as artificial reefs except for the lead ship, HMCS St. Laurent which sank off Cape Hatteras on the way the breakers yard in 1980.

(Continued on page 7)



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All the more reason why **Rob Ross'** beautiful job on

Corvus Publishing Group LTD./Canada's Navy



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Bibliography

Cadillac of Destroyers, Ron Barrie and Ken MacPherson, Vanwell Publishing, 1996

Canadian Warships Since 1956, Roger G. Steed, Vanwell Publishing, 1999

The Ships of Canada's Naval Forces 1910-2002, Barrie and Ken MacPherson, Vanwell Publishing, 2002



his huge Mackenzie class model deserves to end up in a museum when he's done having fun!



Photo by **David Cook**



The photo I am submitting is of my first RC model, a stand-off scale model of HMCS Beacon hill FF303...built five years ago. The model was built from general arrangement drawings at 1/48 scale, the model was 75 inches long and powered by two 540 motors each with its own speed control. Rudder was the third channel..no other operating features.

I served on the Prestonian class frigates from 1964-67, HMCS Antigonish was my first ship and after a cruise to South America in 1966, I was drafted to HMCS Beacon Hill.

Cheers

John Callin

Mid-Island Modellers club-Nanaimo



HMCS Beacon hill FF303 photo by John Callin



Your purchased calendar will be available at the Christmas Social. See Dave Denton.

VMSS Website Facelift – Progress Update

VMSS' new website initiative is progressing well the Executive approving our requirements, agreeing on a logical domain name (VMSS.ca), host server selected after comparing features and cost. The new 'look' promises to be interesting, informative, and hopefully interactive.

In mid November **Steve Meredith** presented his efforts to **Barry Fox** and **David Cook** who then quickly tore it apart. No!... only kidding. Initial suggestions included using VMSS' colours blue and yellow and having the home page with two current news areas, one for sail and the other for power. Any member or visitor will be able to open the website and immediately find out what's going on regarding the most recent news or upcoming events.

Any website if its worth anything needs to be current so a few selected members will be appointed to update the website with their particular area of interest. The vision is the club president or secretary will update the site with general club news, the sailing director with sailing news and someone else involved in the powerboats to do the same. **Jim Briante** has volunteered to do this. Thanks Jim!

The website will also have a Boat/Part for Sale/Wanted section allowing members to find or dispose their desired bits and pieces. We're also looking into having a forum on the website but there needs to be some clearly defined rules and protocol. Barry is researching a few other model websites that have forums to see what works and what doesn't before any decision is made.

To make the Club's website reflect our membership, we'll have a photo gallery allowing each of us to show case our finely-crafted or purchased models. So the call is out for each of you to find or take a digital photo of any or all of your models and email them to **David Cook** at **captcook@telus.net**. To list a brief caption with each photo, please include a brief write-up of the size, design, builder and any other information that you would like to include.

Having everyone's photos and captions by mid January will allow us to keep to our target completion date of February 1. With Steve being a self-taught, a newcomer to website design and doing it in his spare time, we all must be patient on when it becomes public.

Cheers,

David Cook





VMSS Sailing Update

On November 22 VMSS hosted the 6th and final event of the regional Summer & Fall IOM Series with a total of 11 boats with only 3 VMSS participating for the Club Championship. Most of the club members who were no shows were out-of-town, working, recovering from surgery or not liking the weather forecast.

The rain held off until after racing which made it a nice change from the usual. After a one-hour postponement due to no wind, the wind filled in nicely from the west providing challenging conditions with huge velocity gusts and shifts. Top three finishers were **Graham and Martin Herbert** and **Julian Laffin**. **Steve Meredith** was the top VMSS followed by **Barry** and myself.

Big thanks to **Bill Andrews** and **Mike Creasy** for organizing and making the hotdogs and hot chocolate which the competitors and race committee really, really appreciated! Also thanks to **Russ Cozens**, **Bob Haines** and **David Atterby** for race committee. Thanks to **Graham Herbert** from bringing, setting and retrieving his great marks down from Hornby Island. Also thanks to **Martin Herbert** for painting and donating the water-colour paintings of the overall series winners, top first year sailor and most-improved.

As I write this article in my cozy and warm house on Sunday, December 6 at 1245, the Binnacle submission deadline, when I should be already out at Beaver Lake to go sailing in a strong and very cold northerly, the true diehard sailors, **Barry, Robb and Jan** are doing it. Winter sailing is here! I admit and know it that I'm a woos! I hope you guys have a blast sailing using your number 3 rigs and can share a few stories with the rest of us

Some of us will be sailing throughout the winter at Beaver Lake with a on water time of 1pm so if you're braver than me, show up. If you're like me and need an indoor project, get your boat all ready for next year's Spring Series which will start in late February or March at Beaver Lake.

Cheers,

David Cook



Photo by **David Cook**

Shelbourne Shipyard

Shelbourne Shipyard

Work has been moving rather slowly on the Happy Hunter as of late, mainly due to the time of the season. The bow thruster has been installed. I did actually think ahead when I did this. I queried myself as how I was going to paint the bow thruster once it was installed? I took the smart step and painted everything before assembly. The wiring has not been hooked up yet because I'm still working on the 12-volt systems.

The aft deck has been cemented into place (see picture). Before attaching, I made sure my rudder connections were straight & tight. As well tested the servo travel. Although there are openings in the deck for working on the gear, only the simplest of tasks can be performed due to the size of the hatch. Perhaps not the best designing Robbe did.

Work has pretty much come to a stop now on the Hunter. Preparing a ship for the Light Parade on the 20th will take precedence. And of course there's some sort of holiday celebration happening in about two weeks. There will be no issue of Shelbourne Shipyard in the January Binnacle. I will be investigating shipbuilding techniques in the Mexican Riviera during that time.

Happy Holidays to all my fellow boaters.

Until February.

Scott Munford
Yard Master



Photo by Scott Munford



VMSS MODEL BOAT PHOTOGRAPHY CONTEST

OPEN TO MEMBERS OF ANY MODEL BOAT CLUB

Just a few Rules:

1. Maximum of 3 entries per amateur-photographer/member: **DIGITAL (jpg) only!**
2. Send by email attachment to: vmss@shaw.ca subject line: "PhotoContest Entry"
3. Model ships and related topics only, please. Limit of 3 (three) entries per person.
4. **Deadline November 15th, 2010.**
5. Judges decision final; prizes to be announced at a later date in the Binnacle.

NOTE: It is intended that the top 12 BEST entries will be used in our VMSS Calendar for 2011. **Questions:** email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!



Nautical Trivia

By Dave Taylor



Tabernackle

A wooden or metal trunk fixed to the deck of a sailing vessel to support a mast that has its heel at deck level and is not stepped below decks. It is used where it is necessary occasionally to lower the mast to deck level, as in inland waters to pass under a bridge.



Tabling

An extra strip of canvas sewn round the edges of sails to reinforce them where the bolt rope is sewn.

Telltale

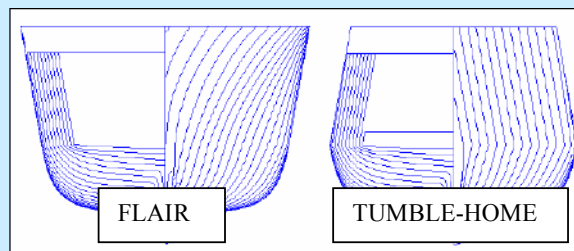
The name used in yachts for the five-inch lengths of wool sewn at intervals just abaft the luff of a sail to indicate the airflow

Topman or Yardman

One of the seaman whose station, in the days of square-rigged sailing vessels, was on the mast and yards. They were the picked men of a ships company with the upper yardmen, who worked on the topsail & topgallant sail yards being the aristocrats of the lower decks.

Tumble-home

The amount by which the two sides of a ship are brought towards the centreline after reaching their maximum beam. It is the opposite to flare in which the sides curve outwards.



Umiak

The Eskimo name for a kayak when it is paddled by a woman. It is only a kayak when it has a male occupying the driving seat.

Una rig

A small sailing boat's rig consisting of a relatively large gaff and boom main-sail or lugsail set on a mast stepped very close to the boats stem, and carrying no headsail. This rig was common enough in lightly built up-river racing boats in the 19th century, and obtained its name in the UK from the 16 ½ ft racing boat *Una* on which it was first tried in 1852. For generations it was the regular rig of the Cape Cod catboats in the USA

