

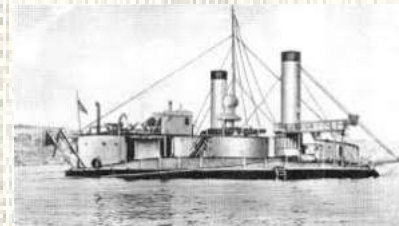


THE BINNACLE

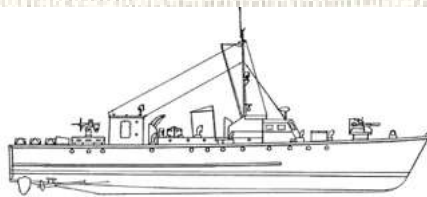
Victoria Model Boats
Victoria, B.C.



Christmas Dinner 2017



Round Ships - Mike Creasy



Fairmiles - Ken Lockley



Thames Barge - Ed White



Constitution and By-laws



**From
The Bridge**

Happy New Year, everyone - I trust everybody had an enjoyable holiday season. I am looking forward to a safe and prosperous new year. Best wishes to you all!

I would like to thank Jim Cox for all his efforts in the past while he was President, and I am very happy to have so much experience in the board of directors. This should make for a trouble-free and enjoyable year for all.

I hope everyone is working on projects this winter and I'm looking forward to seeing some incredible craftsmanship this spring and summer as these boats show up at the pond.



2018 Executive Committee

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<i>Sailing Director: Peter Stevens</i>	656-8999
<i>Membership: Bev Andrews</i>	479-2761
<i>All above area code (250)</i>	



ON THE RADAR

Upcoming Events

**Now till summer:
Review of Constitution and By-Laws.**



Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Road
Upcoming meeting: January 11th.



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



SAILING: 1st. and 3rd. Sundays
Beaver Lake



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

The Christmas Dinner

The Christmas dinner, held on December 14th 2017, was again a very pleasant affair. We were all very well taken care of by the catering crew, Chef Jim and Moe and Doe, and by the two lovely church ladies, Donna and Berry. We are especially grateful to Moe and Doe, who were working for us on their birthday! There was lots of great food, and I am going to give a special personal mention to Mike Creasy's smoked salmon.



Jim Cox saw off his ceremonial duties for the year with the awards presentations:

For best build of the year



Barry Fox with his new International One Metre for Sail

Steve McGlade for best Pleasure boat



Bob Rainsford for best Work boat



For service Above and Beyond, Bill Andrews and Bev Andrews. Well deserved, all.

Barry Fox also received one year's free membership in the draw for show and tell participants.

We also owe grateful thanks for all the donated door prizes, Althea and I only just finished the last of our chocolates yesterday!

Complete and replete.



Robert Bruce.

Robert Bruce is a radio controlled near scale model of a Thames Spritsail Barge. She is based on the plans for "Will Everard" published by the Model Boats plans service, but is double the size of the plans, being to a scale of 1:24 instead of the plans' 1:48.

The original full size barge is still in service, in London, as the "Will", being used as a charter barge and a venue for special events. There's lots on the Web about her.

Will is big for a Thames Barge, (just under 100 feet long), built originally in 1925 for the coastal trade in the Thames estuary, and specifically to carry coal from the Humber estuary to Margate on the north Kent coast for the Margate Gaslight and Coke company.



She was one of four identical barges built in steel in 1925-26 for the company F.T. Everard and Sons, each named for a member of the family. They were Will, Alf, Ethel, and Fred, and they were the largest Spritsail barges ever built. They were 98 feet long on the waterline, with a beam of 23 feet and could carry up to 300 tons. With 5600 square feet of canvas they were powerful sailors, although not as nimble as the more typical 80 foot barges of the period. For all their size, their crew was three men and a security dog. They cost about five thousand pounds each. They were built for the coastal trade, in the Thames estuary and on England's East coast, being rather large for the rivers.

Robert Bruce Reeves was my grandfather. He was managing director of the Whitstable Gaslight and Coke Company around 1930, and retired around 1936. Whitstable is a whole 5 miles west of Margate and I have little doubt that my grandfather knew the Everards and their barge fleet well. I was born in 1945, in Margate hospital, and my early childhood was largely spent in Whitstable, living with my grandparents while my parents were in India. Lots of my earliest memories are of Whitstable harbour and it's spritsail barges.

That's the connection that set me off building this model. But I did want to build the model plank on bulkhead, so the major deviation from scale reality is that my model shows wooden planking instead of steel plate, especially her leeboards, which are oak planks.

But this isn't a build log. This is about what I have learned of the history of the Will Everard, and why the Thames barge has been a passion of mine for the three years it has taken to complete the build.



The spritsail barge developed on the Thames from lightering barges. Originally there were no deep-sea docks in London and trade into the city had to be transferred from sea-going vessels into lighters to get up into the city centre. Because the Thames is a tidal river all the way through London, these barges could be un-powered other than a single steering "sweep" and could drift in and out with the tide. But adding a sail, and enough crew to control it, could be a trade advantage and, by the early 1800s, barges designed specifically for sail were emerging. Hull shapes evolved away from the simple box, and the sail rig evolved to provide some weatherliness but also simplicity of handling, because crews, and their costs, were kept to a minimum. In the days before the railway and the motor car, a mainstay of the trade was hay from the fields around the estuary to feed the horses, and the inevitable result of the hay back to the fields to grow more. That was never going to pay really well.



The spritsail was the result. The single long diagonal spar would set a huge area of mainsail, which would be furled by brailing lines, gathering the sail up against the mast instead of dropping it. Brailing could be done easily by one man instead of the two or three that would be needed to haul up a gaff spar and the weight of canvas attached on a similar size of conventional rig. Above the main could be set a large main topsail, especially useful in crowded anchorages and light airs above the lower level turbulence. The topsail was also furled by brailing, having

a very small, short gaff.

Ahead of the mast there was a substantial foresail, set on a wooden or iron "horse" across the deck so it was self-tacking. This was set on a heavyweight stay to the top of the mainmast, and at the bottom of that stay was a 6 sheave tackle that, in conjunction with the foredeck windlass, could be used to lower the mainmast to the deck and raise it again to "shoot" under bridges over the rivers. A bowsprit added two more foresails, one set to the mainmast head, and another to the head of the topmast. With the main topsail and the jib topsail down, the topmast could be lowered parallel to the mainmast and the barge, then referred to as "stumpy-rigged" was ready for bridges. In port, the bowsprit would be raised to the vertical to save on dock space.

The last sail was the mizzen, typically a very small sail set on a sprit with the mast aft of the helm, and the sail sheet to the aft end of the rudder. This provided very little in the way of power, being used mainly to assist in steering. Because the hull was flat bottomed, and the barge would regularly be beached at high tide to be loaded by cart at low tide, the rudder didn't extend beneath the flat bottom. It could be very ineffective, and the little mizzen set to move with the rudder could help to blow the stern around. (As it happens, the pictures I have to go with this text all show a larger, gaff mizzen.)

The other big distinctive feature on the Thames barge was the leeboards. These were a Chinese invention, brought to Europe by the Dutch. The fin on the lee side of the barge would be lowered, extending three or more feet below the flat bottom, and it would provide resistance to sideways slip of the shallow hull, and therefore a respectable performance across the wind. Winches to raise and lower the leeboards were put just ahead of the helm so they could be



operated by the helmsman while the other hand was attending the foot of the mainmast when tacking. Barges up to 80 feet in length were crewed with only two men and a dog.

So by 1900, there were some two thousand of these barges trading around the Thames estuary and the east coast of England. They were astonishingly versatile, operable by a tiny crew, loading and unloading almost any cargo, whether at a dock, alongside other craft, or sitting flat on the mud at the side of a field. They could operate in very shallow waters, their crews loved to boast that if a gull wasn't walking, they could keep sailing. Their masters were a breed apart, knowing the east coast waters like no-one before or since, handling their unique craft and their balky customers equally well.

When the Everards were built, they were at the end of over two centuries of development, that in the last 50 years had been accelerated by the institution of annual sailing barge matches, the oldest sailing races in the world after the America's cup. They could, and did, handle the conditions in the English Channel and the North Sea, voyaging from southern Scotland to Plymouth, from the Channel Islands to Hamburg.

Will Everard was destined to have one of the most interesting and varied histories of all, one that still continues.

I want to concentrate on the six years of the second world war, 1939 - 1945, because I still find it quite astonishing that she and many other Thames sailing barges continued to work throughout the war, under sail! They plied the same waters they always had, right overhead was the Luftwaffe, on the surface were the E-boats and the rest of the german navy, and underneath were mines and even submarines. And the barges sailed!

On Thursday, 28th. August 1939, the Will loaded a cargo of cement for Southampton. She reached Southampton on the Sunday morning, 1st. September, in time to hear the declaration of war broadcast by the BBC. From that day until peace came back in May 1945 the Will Everard made 147 coasting voyages, and carried a total of 38,345 tons of commodities such as grain, sugar beet, oil cake, fertilisers, sugar, coal, and cement. She used none of the nation's precious oil fuel. She roamed the east and south coast of England from London north to Yarmouth and south to Southampton.

Will's skipper throughout the war was Captain J.A. Uglow, and he was awarded the M.B.E. for his wartime service, the only bargeman ever to be so honoured. He supplied the stories that I am reproducing here.

In May 1940, Will was two miles off Southwold, bound for Yarmouth, when a British destroyer dropped a pattern of depth charges only three hundred yards away, presumably to attack a German Submarine. Whether the submarine was hurt, or even there, isn't known, but Will and all aboard her got a bad shaking.

Later that same month, anchored near the North Goodwin light vessel, riding out an easterly



storm, Captain Uglow saw two larger ships sunk by mines. A naval lieutenant came out in a launch to tell him he could proceed because he was in a dangerous spot!

The following month, June 1940, was the month of the evacuation of the British Army from the beaches of Dunkirk, by an assembly of small craft gathered from all over eastern and southern England. Will wasn't able to get unloaded in time to join the Dunkirk fleet, but her sister ship, Ethel Everard, had to be abandoned on the beach after taking heavy damage from aircraft fire.

At the end of the month, still working, Will arrived with a cargo in Southampton, and for the next year was confined to local trading between the Isle of Wight, Southampton, and Poole. It didn't stop the danger. In August Will was machine-gunned by enemy fighters two days in succession, while lying at Medina Cement Mills in the Medina river. A few weeks later, at Phoenix wharf, Southampton, she was in the middle of a major daylight raid on the Supermarine Aircraft factory. A hundred and fifty three bombs were dropped around her, on both sides of a 600 yard stretch of the river. The Will was lifted partly out of the water, and her hull was hogged as she slammed back down. The fore hold was filled with debris from surrounding buildings, the hatches blown over the side, and the skylight blown out. A very narrow escape.

At the end of July, 1941, Will was towed through the Pas de Calais as part of a convoy because of the danger from the German guns on the French coast. The convoy came through unscathed and Will resumed her role in the east coast trade from London north.

The next action she was involved in was in November, when she was sailing in company with the barge Britisher, also of Everard's. The Britisher was totally destroyed by a magnetic mine about five hundred yards away from Will, both Skipper and mate were lost.

During a voyage in the winter of 1942, bound for Norwich, Captain Uglow tried to sneak a few miles in fog and darkness, despite the fact that barges were forbidden to be under way after dark. They were about one and a half miles off Harwich when they heard the sound of torpedo boat engines. They anchored to avoid detection and heard one torpedo boat circling around them for about ten minutes, then gunfire from light guns at Harwich, continued later at sea. They assumed it had been some sort of exercise, but the following day found out that what they heard was an enemy e-boat raid on Harwich, with another the same night farther north, on Lowestoft.

The following spring, March 1942, Will was attacked by a Focke Wulf 190, that peppered her mainsail with machine gun fire, fortunately none of the crew was hurt. From then to the war's end, in Captain Uglow's words, "there was nothing particularly exciting apart from the raids, "doodle-bugs" and V2 rockets generally experienced by everyone living in Britain's south east.

After the war, Will continued in service, being one of the very last sailing barges to trade under sail alone. She was finally retrofitted with an engine in 1952, and passed from the Trade into the hands of the P and O shipping line. They converted her hold into a Directors' dining room, keeping her moored right by their Head Office in London, and sailing occasionally for the pleasure of the company and its guests. That era passed, as all eras do, and Will today still lives in the Port of

London, being chartered for parties and events, and still sailing on special occasions. Google "Sailing barge Will", you'll find her.

For me, Will Everard and her war record are a potent symbol of all the courage of ordinary people, who simply "carry on" their relatively mundane, routine jobs, through difficult times and circumstances. We take for granted the result, which is civilization continued.

So when Robert Bruce is on the pond, I "stand a-tiptoe" a little.



Ed White



I owe most of the fact in this to "Sailing Barges" by Frank G.G. Carr. The library has a copy.

Plea for Content

I have been a member of VMSS for just a little over a year. One of the things I have been conscious of is the need to get to know other members. We are all a little shy at first in new company.

In editing this news letter I would like to be of help with that, so on a suggestion from Rick Gonder, I am asking you to help me put in a series of features that I would call "Me and my boats".

I would like to ask each of you to let me have material to devote a page or more to you, your models, and your interest in model boats. It can be as little as a mug shot and two or three pictures of your model or models with captions for the pictures, or a series of pieces as rambling as the one above. It could just be spending a few minutes with me at the pond so I could take some pictures and a little interview.

If I could feature two members a month, it would still be a few years before we got everyone, but it would be a very good way for us to present a friendly face to the world.

Expect a little gentle nagging about this.

Edward.

For your next build

by Mike Creasy

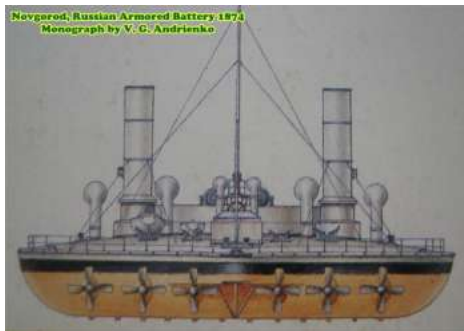
Have you ever looked at a possible plan for your next model and been a little wary of some tight triple compound curves on the stern, or wondered how to carve a bow section with a nice sharp (and straight) stem? Well here's the ship for you.....

Imagine a ship with no pointy ends. A perfectly flat bottom, and not much of that fiddly superstructure stuff to fret about. It had lots of boilers and engines and things - 8 engines driving six propellers, so you'll get lots of practice on shaft alignment. It sported two big guns and two tall smokestacks.

Let me give you some background.

Around the middle of the 19th century, iron ships were replacing wood. At the same time, naval gun design was bringing on big, rifled guns with ranges far beyond anything seen before. These new weapons could deliver an exploding shell to a distance of 5,000 feet or more. Aiming the new shells was proving difficult, especially since these new ships lacked the roll stabilization of sails.

Scottish shipbuilder John Elder gave it some thought and wrote an article postulating that a wider beam would not only stabilize the ship, but would also reduce draught, allow more efficient use of armour, plus more and larger guns. Sounds perfectly reasonable, right?



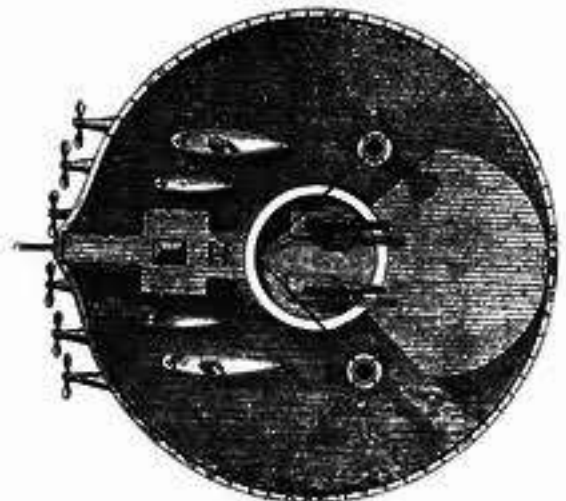
Enter Rear-Admiral Andrei Alexandrovich Popov of the Imperial Russian Navy. He was so taken with the concept that he designed a perfectly circular armored ship. Now Popov may have been prone to exaggeration, but it seems he was also a good salesman, because he convinced General-Admiral Grand Duke Konstantin Nikolayevich (his guy's nautical IQ may have been in inverse proportion to the length of his name & title) to the construct two of these things.

The first, the Novgorod, was a perfect circle, but the second of the class, the Vice-Admiral Popov, was squeezed little in the middle. Built in Russia between 1873 and 1875, Novgorod was 101 feet in one direction and 101 in another, with a draft of 14 feet while Popov was reported to be 126 feet long with a beam of only 117 feet. Both carried two large guns in a single barbette mounted in the middle of the dinner plate.

One can only imagine the sea-keeping capabilities of these craft.

Popov is reported to have been difficult to handle in rough weather, taking as much as 45 minutes to complete a full circle. Rudder effect was minimal, imparting more of a spin than a turn.

Of course, that may have been the designers intent: to change direction, simply stop the ship, use the





rudder to apply spin and, when the desired direction is achieved, apply opposite rudder to stop the spin and engage engines! The difficulty may have been in determining just where the ship was actually pointing at any given time. Maybe a painted arrow on the deck would have been helpful.



Speed and endurance were not spectacular, both ships achieving about 8.5 knots (in a single direction) while consuming many tons of coal.

Unfortunately there don't seem to be to be many plans or pictures for these very unusual ships. Still, I hope someone will seriously consider having a go... we could use the result in one of our ship handling competitions!

Biblio: Naval Miscellany, Angus Kostam, Osprey Publishing, 2010
Wikipedia

**NEXT BUILD;**

by Ken Lockley page 1

Random construction pictures of Fairmile "B" through the month of December 2017.

December seemed like a short month on building time and I easily got side tracked in several directions. Most of my construction centered on the two main deck guns and the splinter cages around each gun. I also did get a little more done on the wheel house including the captains chair.

My hull is ready for several coats of undercoat which requires better weather for outside spraying. The weather forecast for next week might be good for that issue.

I also have the port lights ready to install in the hull, which are grummetts with the centers filled with 1/4" dowel. These will be epoxied in the correct position once the undercoat is applied and sanded and ready for final finish coat.

Included this month is a few pictures of the "Fairmile B " which have come from the Esquimalt Navel Museum. If you haven't visited this establishment, it's located in Naden and is well worth a visit.





page2



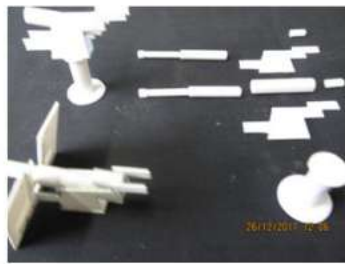
For those of you that have cruised Jarvis Inlet and are familiar with Malibu Youth Camp located at the entrance of Princess Louisa Inlet, here's a picture of two Fairmiles that the camp owned and ferried young to and from the camp to Vancouver area.

Nearly all 80 Fairmiles built in Canada during the war years were sold off for to various Organizations and Corporations 1945-46

- Construction Picture #1 - Wheelhouse windows now installed and framed.
- #2 - Bridge, mast and companion way
- #3 - Funnel, Main companion way



Styrene construction making the necessary components to assemble the two deck guns, which will eventually will be mounted on the deck bow and stern





Changes to the Constitution and Bylaws - Mike Creasy

The Registrar of Societies is requiring all Societies to submit C&Bs in electronic format before November 28, 2018. At the same time, Societies are being asked to update their C&Bs to conform to the newly revamped Societies Act, introduced in 2016.

I recently received a certified copy of our current C&Bs from the Registrar, and found that the documents we all thought were current - last amended in 2004 - were wrong!

It seems that the 2004 amendment (which would have to have been approved by Special Resolution) was never accepted by the Registrar, and therefore is not legal.

I don't know if it was never sent, or whether it was sent and rejected. Looking back, I've always wondered why the C&Bs seem to have been such a secret...I joined around 2002 and never saw the bylaws until I found a copy of a copy some years later (and these were the wrong ones!).

So, our currently legal C&Bs were last amended on July 14, 1988. They are similar to the 2004 version, but there are some important differences. For example:

On termination, the club's assets go to the Maritime Museum of BC.

Membership categories are a little different.

Directors must retire at each AGM, when the new directors are elected.

Elections shall be by ballot.

Directors may not continue in office for more than three consecutive terms.

Notice of meetings can be sent by telex or cable.

Your club executive are now looking at three key documents:

1. The current C&Bs, last amended July 14, 1988;
2. The C&Bs we thought were in effect, amended August 12, 2004, and;
3. Draft new bylaws supplied by the Registrar to comply with the new Act.

Most of this stuff is "boilerplate" and won't cause much concern. There are, however, some things specific to our club, worthy of careful consideration and maybe a bit of research.

One last point. Adoption of revised C&Bs will require a special resolution of the members, which will need a 2/3 majority of members in good standing at that meeting. Formal notice to members and circulation of the proposed new C&B will be required.

This is not a closed process. I'll try to keep the membership up to date over the next few months and if you have any questions or concerns, feel free to speak up at regular meetings or



contact me directly... I seem to be on point for this. You can visit the Registrar of Societies (www.gov.bc.ca/Societies Act) or a related legal guide (www.wiki.clicklaw.bc.ca) to learn more.



The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

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