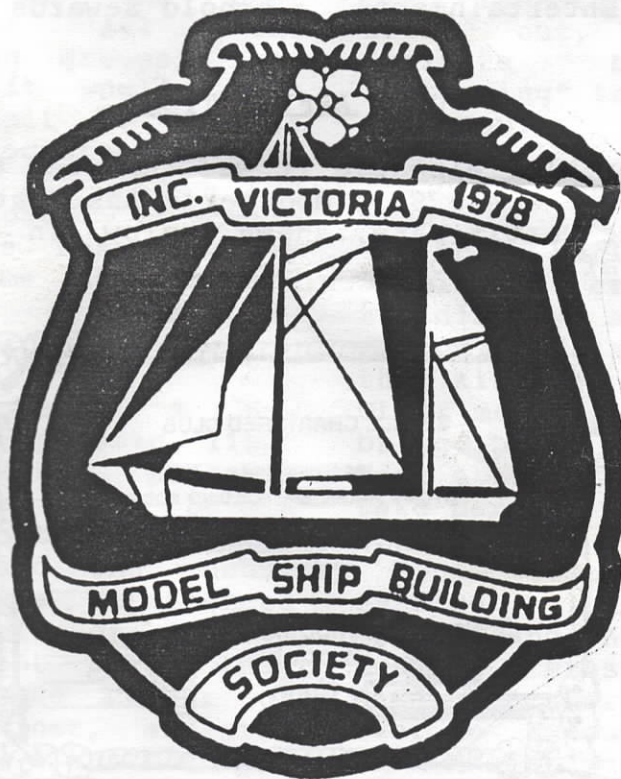


THE BINNACLE

MARCH 1990



NEXT MEETING APR. 12th 1990 7:30 pm.
AT THE FLEET CLUB

Victoria Model Shipbuilding Society
Box 4114 Postal Station A
Victoria, B.C.
V8X 3X4

COMMITTEE 1990.

President	Ron Wild	478-5430
Vice President	John Marsh	385-5740
Secretary	Ron Hillsden	479-5760
Treasurer	Bernard Eeles	652-4842
Director-(Publicity)	Ray Freeman	386-4184
Director-(Newsletter)	Dave Teece	478-3701
Director-(Newsletter)	Peter Favelle	652-5086
Director-(SHAS Liason)	Neil Milner	477-6103
Director-(Librarian)	Del Beckner	477-4994
Director-(Entertainment)	Arnold Swards	383-4801

CLUB AFFILIATION.

In last month's Binnacle it was reported that we are now a member of the Scale Ship Modeler's Association. We have been sent the certificate, shown below in miniature, to display our affiliation.



CONDOLENCES.

We are sorry to report the passing recently of the wife of member John Clayton. I am sure I can speak for all the members of VMSS in wishing John our deepest regrets.

RECENT EVENTS.

Club members took part in two interesting events in the past month.

The annual CanWest Mall Hobby Show appeared to be a great success for the club again in spite of fewer boats on display. Again, VMSS put on the best display of all the participating groups, and at times, it would have been difficult to squeeze another spectator around the pond, to see the operating boats. It will remain to be seen whether we gain some new members from among those spectators.

The purchase of a new custom made plastic liner for the club's portable pool, proved to be a success, as setup will now be easier and the usual leaks we have experienced when using rolls of plastic sheet, did not occur this time. The blue colour of the vinyl liner, and the addition of a bottle of green food colouring to the water, resulted in a very realistic "sea" on which to sail our ships.

One highlight of such shows, for both model builder and spectator alike

is the chance to talk with someone who served on the original ship, after which the model was fashioned. This occurs often for some of the naval ships, and other famous ships like the Kathleen and Laurier. It may often provide the modeler with some additional information that all his research failed to bring out, and is a definite benefit for "bothering" to come out to the show.

Another very successful event was the club's visit to the Maritime Museum. Several members took boats to display and give the museum staff an example of the kind of work we do. Other members who could not bring boats came also to hear about the museum and take part in a tour.

Ron Wild started the evening with a brief message and introduction of museum President Keith Reed. He shortly passed it over to Executive Director John MacFarlane, who spoke about the goals of the maritime museum, and described some of their incredible assets, such as their library and archives of plans, as well as the models themselves. He also discussed the plans to

build an entirely new facility at Ship's Point, with an opening date in 1994.

John emphasized their desire to see more use made of there facilities by the public, so that the knowledge of West Coast maritime history can be advanced. He felt that a co-operative arrangement with a group such as VMSS was a way to achieve this, and indicated a strong interest in investigating a possible relationship with our club in the future. John feels that our operating models are more likely to capture the public's interest and increase knowledge of what the ships really did, than a static model, in many cases, and encouraged us to consider building models of West Coast ships rather than the usual types offered in kits or plans services from the U.S. In many cases, plans and information for West Coast ships is lying, unused in the maritime museum.

John then took us on a tour of some of the little known areas of the museum, including the library, a plans storage area and the model workshop (Come to think of it, ex-museum

modeler Ray Freeman never showed up for the tour!)

The evening concluded with a return to our models, so that museum staff could have a closer look and ask questions about each model. I think everyone who went felt it was a very worthwhile evening and we look forward to future involvement with the maritime museum.

DEREGULATION!

Since my RC transmitter licence was due to expire on Mar. 31, 1990, I received the following notice, recently, from the Dept. of Communications...

"NOTICE

Licence for the General Radio Service no longer required.

As part of the government's deregulatory initiatives, General Radio Service (Citizen's Band) users will no longer require a radio licence. This relief from the regulatory requirement to have a licence for each and every CB radio will become effective April 1, 1990."

This applies to our RC transmitters!

FROM THE PRESIDENT.

This is a departure from the usual message from the president, in that Ron chose to submit an article on ship planking methods, instead of his usual inspirational offering...

"There are two kinds of construction employed in the building of wooden sailing vessels. One method, rooted in the tradition of the Vikings, is known as clinker construction. This was used only where plenty of timber was available. The other method is known as carvel construction and stems from an ancient Mediterranean practice.

In clinker-building, a V-shaped groove is cut in a massive wooden keel on either side, and also in the stem (bow) and stern posts, already joined to the keel. Into these grooves, to port and starboard, the first two, lowest planks of the hull, (the "garboard strakes") are fitted. Then the other planks are added on each side, one after the other, each plank overlapping the one below it. The amount of overlap is known as the "lands" and is proportionate to the width of the

plank. When a craft ages and gaps develop in the lands, it is possible to patch them with quarter-round fillets of wood nailed along the underside.

Clinker-building, as we might expect from the Vikings, demands little calculation but a fair amount of craftsmanship to get the shape of the hull right. Each plank is fastened to its neighbor with copper, iron, or galvanized nails, clenched or riveted on the inboard side of the hull over washers known as roves. This job requires two men, one outboard with a hammer and the other inboard supporting the rivet head. To hold the planks in position while they are riveted, iron clamps are used. In the old days, wooden pegs, like enormous clothespegs, were used.

As the shape of the boat takes form, wooden "floors," or beams crossing the keel at right angles, are added. These are through-bolted to the keel with either long copper bolts or "trenails." Trenails were common in all types of wooden vessels in the old days. First a deep hole was made through the floor and into the keel

with an auger. Then hardwood pegs, usually of oak, were driven very close-fitting into the holes. When the trenails had been driven home another hardwood wedge was driven into its top, forcing the trenail's fibers outward. When immersed in water, the trenail expanded. A good one would stay in place for the life of the ship - sometimes as much as a hundred years - but others, with poor-quality wood or a wedge omitted by some fraudulent shipwright would leave widows and orphans ashore before a year or two was out.

Slightly aft or forward of the floors, the ship's main frames were fitted. These were bent into shape in a steam chest. Apart from tools and a winch or two, that was about the only "capital equipment" in most of the old shipyards. Between the tops of the frames, athwartships, beams were added, and onto these the deck and any superstructure were fixed.

Clinker-built sailing vessels were found everywhere in Britain, except for West Devon and Cornwall. They had many advantages; they were

simple to build and easy to repair, and could stand a great deal of very rough handling by both men and the sea. The clinker planks tended to bend before they splintered.

Carvel construction demands considerably more draftsmanship and design than clinker-building. First the keel is set up; then a series of carefully cut and shaped frames is fixed vertically athwart the keel. Over this rigid scaffolding a skin of planks is fixed, and that shell is then reinforced inboard by another skin of planks called a "ceiling." Each frame is made up of a number of pieces, and a great deal of skill is required to set them up properly. Each plank butts onto the top of its neighbor; then the joint between the planks is caulked with hemp made from old rope. In the old days, after caulking of the hull was completed, iron straps were added over the hull, on which to anchor the standing rigging; decks were laid; and all of the other fittings, such as windlass bitts and hatch-coamings, were added."



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