

December 2020

Volume 42 Issue 12



# *The Binnacle*

Victoria Model Shipbuilding Society  
Victoria, B.C.



Ken Lockley talks books, and tugs, and history.



Bill McKay adds useful snippets to November

Edward White with Paddle Tugs Part 2.  
(and even landing aircraft on paddlesteamers,  
not always well!)



Plus: We're glad Bob Rainsford is tough, and we're going to do more meetings on Zoom.





**From  
The Bridge**

The weather has been great for the last couple of weeks. Ironic since we have been grounded due to Covid19. Anyway, it is building season, and I hope everyone has a project to keep themselves busy.

The Zoom meeting last month was successful for a first attempt. We will conduct Zoom meetings every month until this is over. The free Zoom is limited to 40 minutes. Our meetings usually don't last that long, so I haven't upgraded. We went just over 40 minutes last time, but we got a late start. If we need more time, we will look at upgrading.

This time for the Zoom meeting, please bring something for show and tell. You can hold it up or display it on your screen depending on your level of Zoom expertise. Ken Lockley found a professional YouTube of a tug regatta in Spokane a few years ago. Hopefully we will keep our "air time" full.

Also, you can check out our web site [vmss.ca](http://vmss.ca). The building blogs have 2 projects, one by Edward White and the other by Mike Creasy. Our web site is also the electronic repository for our previous newsletters. Lots of reading there.

I believe Provincial Health will announce on Tuesday (Dec 8) whether they are continuing or relaxing the current restrictions, so we will know by meeting time.

I will miss our enjoying a Christmas dinner together this year. I propose a virtual toast to wish you and your families a Merry Christmas and a better New Year.

Ron



**2020 Executive Committee**

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**ON THE RADAR**

Upcoming Events



**Meetings: Second Thursday 7:30 on Zoom.**

**Upcoming meeting: February 13th. See Ron's e-mail.**



**Sundays 9-11  
Harrison Model Yacht Pond (HMYP)  
Dallas Road at Government Street**



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



## Bob Rainsford, from Bev Andrews

Hi Boys,

We had a call from Bob's wife, Margot. She said Bob was putting up Christmas lights near the front door and he tripped over the cord. He couldn't get up.

Margot was out so Bob lay in the driveway in the pouring rain and then dragged himself to the garage thinking he could get himself up on his electric scooter but couldn't.

Bob doesn't have a cellphone. He laid there for an hour for Margot to come home. When she saw him, she called 911 and he was taken to hospital.

He has a broken hip but doesn't need a ball and socket. The surgeon put in a titanium rod.

Bob came home yesterday, and has to take it easy and be a good boy. He's doing well with his cane and walker.

Bob is an amazing boy!

I have a special "get well" card to send to Bob from the VMSS.

Bev

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## Additions to Last Month's Binnacle.

Hi Edward,

I was hoping I could help you with a couple of your points made in this month's Binnacle.

The Yuculta Spirit was built in England as you pointed out and was named the Lady Theresa. I don't believe she had much of a career there and arrived in BC at only 11 years old (Built 1963). I believe I had heard the story that both the winch and the propeller came off the Lloyd B. Gore, an ex Miki tug. The propeller was cut down to fit into a Kort nozzle that had been built for the boat. She probably had no winch on her when she arrived from England, most likely with only a towing hook.

I believe the second boat in the picture is the Westco Pioneer, ex Jacques Cartier, formerly owned by LaFarge.

With respect to Kort nozzles, this is a case of us being so far behind, we thought we were in first place! While the Kort nozzle was invented in 1934, the first Kort nozzle wasn't installed on this coast until the Harmac Fir was built in 1964, some thirty years later. Most of the early ones on this coast were steering nozzles on single screw boats, with fixed nozzles and single, double, and triple rudders being installed on new twin screw boats and retrofitted single screw boats. What is quite astounding was when the Gulf of Georgia Towing Company bought the sisterships Kam and Abitibi for service out here. They were both twin screw tugs of 140 feet, and had Kort nozzles from the time they were built in 1938!

Thought you might appreciate some of this info.

Very best regards,

Bill McKay,

Nanaimo

(I think it's terrific to get this sort of feedback on the newsletter. Thank you Bill. Edward.)

**NEXT Build #39:**

Ken Lockley

December 2020

All of us Vancouver Island residents are so lucky, we live on a fantastic Island part of a great province and a good country. Best of all we have one of the lowest Covid -19 case counts anywhere.

The picture below is a little extraordinary as it's not often you look right on the working deck of a tug. I don't know who took the picture but it's a good one.

From a ship modelers perspective it shows so much, the winch, life raft, search light, life ring and maybe the best of all it looks clean and safe.

Charles S. Cates I believe, is a Seaspan tug docked at Ogden Point just behind the pilot boats and I guess mostly used when the cruise ship season resume next year. Hopefully!!!

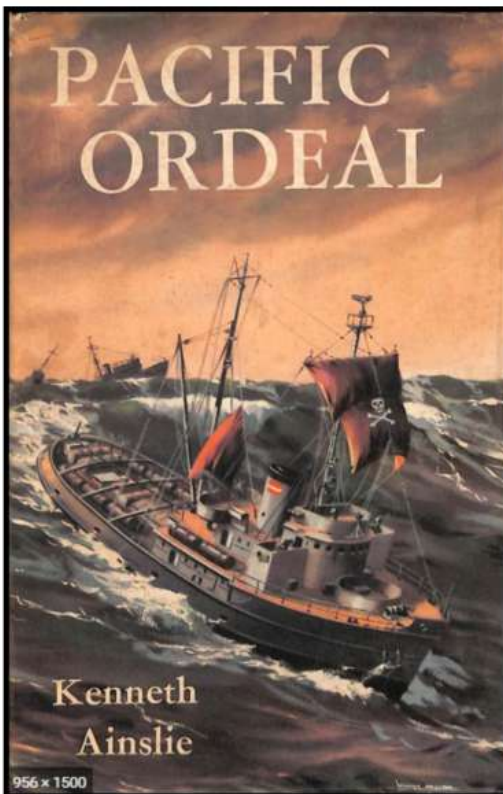




### ARMCHAIR READING:

Over the years I have read many sea adventures both fiction and real life, this book I couldn't put down for long. Here's an US Army ATR tug towing four US minesweepers 10,000 miles across the Pacific Ocean. The tow originates in the Chesapeake Bay area and finishes at Manila, Phippines. Written by the Captain Kenneth Ainslie, who skippered the vessel from Panama to Manila. The Captain, a X, US Navy officer who has had six previous commands to his credit

Four minesweepers have to be towed 10,000 miles. There is one tug to haul them from Panama to Manila. This is the true story of that epic voyage. Captain Ainslie's account of one of the longest and most hazardous feats of maritime history tells of tow-line breaks during gales, a threatened mutiny, engine breakdowns, food shortage, amputation with a hacksaw and every crewman totally disabled through food poisoning. Just a great read!!!



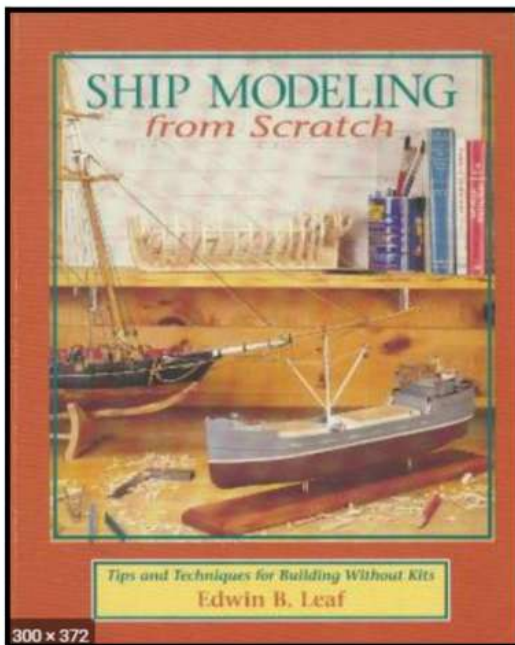
A few US ATR Army tugs were purchased by Canadian Enterprises after the war. Depending on each class of tugs, these vessels could be anywhere from 140-165 ft in length. Here's a few pictures.



The picture on the right is a good example of a ATR similar to one in the book above, 165 ft. Length, 33 ft. Beam, 16 ft. Draft  
Crew 32, Speed 12-16 knots

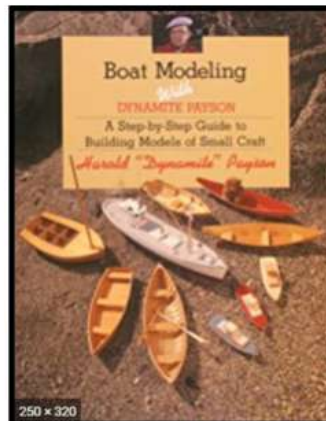
### Armchair Ship Building

Recently I have been searching for some new shipbuilding ideas before I committed to another vessel. There's also some past projects that require some of my time to finish. We are most fortunate to have the internet and you tubes etc to help with building almost any vessel you want. I still like to settle in a comfortable chair and look at magazines or a good book on the subject. I recently found these books helpful and interesting.



This is not a new book but there are some interesting techniques that still offer a modeler good advice.

It's an easy book to locate either, Amazon or Abe Books . It's possible that our local Russell Books has a used copy in the store. Used it can be purchased for about \$15.00 or less for the soft cover version.



Harold Payson's book has some really simple and clever ways to create many of the small parts required to finish off a model. This book can be bought for under \$10.00 used.

Building a model from a kit is an excellent way to develop your modeling skills. But once you've mastered the basics, where do you go? If you're looking for a challenge, you move on to scratchbuilding. And that can be imposing: With a kit, you worked with someone else's plans, materials, and building instructions. Scratchbuilding makes you master of your own fate. You do the research, choose the subject, the scale, the material. The choices are limited only by your enthusiasm.

Edwin B. Leaf scratchbuilt his first model--a Baltimore clipper--nearly fifty years ago, and he's been refining and building on his skills ever since. In *Ship Modeling from Scratch* he lays out the principles--from concept to construction to display--on which scratchbuilding is based. In clear, concise language complemented by detailed illustrations he tells how to interpret existing drawings or create your own, what materials to choose, what tools to buy, and what techniques to use to build everything from plank-on-frame, plank-on-bulkhead, or modern steel hulls to creating sharp and properly scaled details--paint to portholes.



Glendevon: My 2020 build is about 95 % finished, a bit of mast detail and some lines on the bow and deck. Flag pole is made but needs a flag. There's been nothing really difficult about this build. Some of you readers might remember the March meeting when it was just frames on a building jig. The following show a little more of the detail I tried to create.



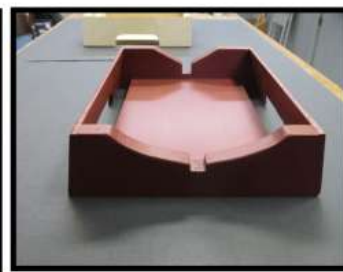
The real boat had a monster "hot tub" sitting where you see my dingy. The dingy started as a Ron Burchett Styrene vacuum formed item selling for \$2.00 back in Sept.



A close up shot of the funnel and roof of the pilot house and some upper deck detail.

The pictures below show my simple display stand. Note the cut out hand holds for easy lifting and moving. Just five piece of wood and a little paint.

Making the display stand, a easy project for the end of the build!!!





## The Paddle Tug Part 2

Last month we really left the story of the paddle tug towards the end of the Tyne-built tug era. The Tyne tug's design had been incrementally improved and the use of tugs to get ships "the last mile" was very well established. Here's a gorgeous diorama model for you railway model enthusiasts.



But the business became steadily more competitive, and major improvements to the technology were obvious ways to get that edge.



The change that was to be eventual end of the paddle tug was now coming into use. That was the screw, and the screw produced much more seaworthy craft than did the paddle. The reason for that was that large waves could roll the sidewheel design to the point where one paddle left the water, and pushing the other deeper in the water. The tug would then yaw and the crew could do very little to stop it or to compensate. Very large ships would be affected less, but a tug is made to have a lot of power in a small package. So where rough seas were to be expected, the screw propelled ship was safer. And one of Victoria's longest lived early tugs, the Lorne, which was designed to tow sailing ships carrying coal out past Cape Flattery, marked the distinction between the harbour tug and the ocean-going tug, being double the length, with an 800 horsepower steam engine and a huge screw.

In the same period though, the dawn of the railways pushed development of the steam engine, especially in terms of power to weight ratio, so smaller, more powerful engines and much more efficient boilers were becoming available. A paddle tug could now fit two single cylinder engines side by side, making the paddlewheels individually reversible, and the sidewheeler hugely more manoueverable, way better than a propeller driven tug. So for harbour work, and sheltered and inland waters, the paddle tug stayed viable for a very long time. How long?

Actually, almost a century. The last paddle tugs built worldwide were in Russia, in 1985. Sheltered waters, ability to turn about its own centre, and shallow draft.

See the web site, ([paddlesteamers.info/PaddleTugs.htm](http://paddlesteamers.info/PaddleTugs.htm).)





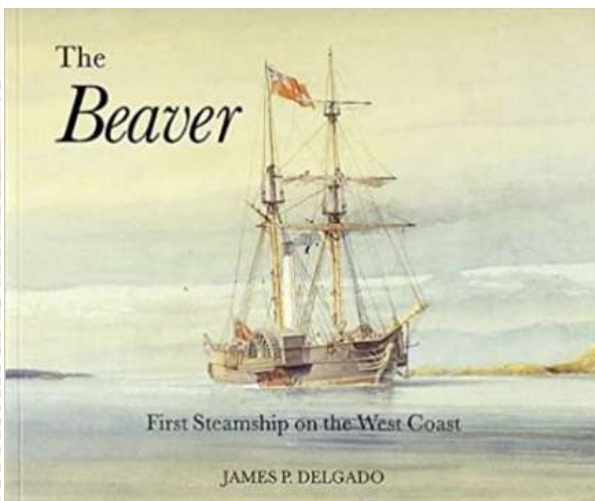


In the western world the British Admiralty built seven paddle tugs in the early 1950s. These were the "Director Class", but their power wasn't steam, it was diesel electric. They were designed and built to handle the Royal Navy's aircraft carriers, working under the huge overhangs, with tow points aft of their power, and wash from that power much further from the ship they were handling. ( A screw tug trying to tow a big ship sideways close up, is partly self-defeating, the prop wash is tending to push the tow away.) This model is from Confederation Marine Modellers in Ontario.

At this point I have to sid skid sideways to introduce the most surprising ships I have come across. The U.S. navy operated two, yes two, sidewheel paddlesteamer AIRCRAFT CARRIERS!, for most of WW2. The first was the Wolverine, a Great Lakes paddlesteamer built originally in 1913, which the U.S. navy bought and converted in 1942 to a training carrier based on Lake Michigan. It had no hangars, armament, or elevators, but was used to train Navy pilots on carrier take-offs and landings. It was so successful that they converted another, the Sable. Between the two ships they qualified over 1800 pilots and as many or more flight deck crew for carrier operations throughout the rest of WW2.

President George H W Bush trained on Sable. They were scrapped in 1948.

Model Boats magazine has an article on modelling the Wolverine (<https://www.modelboats.co.uk/news/article/uss-wolverine-ix64/483>)



Anyhow, back to the tugs. I have failed to find any information on early sidewheel tugs in the Pacific Northwest, except for the first of all the steamships, the Beaver. I'm not sure if the Beaver really counts as a paddle tug, she came round the Horn as a sailing brig with her paddlewheels stowed in the hold, but she did all sorts of jobs, including towing. She is superbly documented in the book, the Beaver, and a fabulous ship to try to model. The Wikipedia article is a great read.



There is, of course, lots of stuff on the sternwheel paddlesteamers of North America's inland waters, especially, for us, the interior B.C. lakes. Those are beautiful ships with terrific modelling potential, I know Ron Armstrong has a great book about them because I borrowed it a couple of years back.



But I did come across a couple of sternwheel pusher tugs still in existence in the States. In Portland there's the Portland, which operated on the Willamette, and now is the Portland Maritime Museum.

In Ohio there's the W.P. Snyder. If any of you know more about paddle tugs in B.C., please point me towards it.

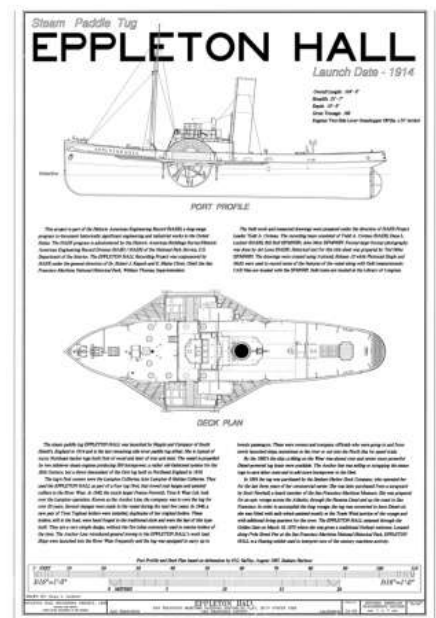


But, and its a huge but, there art two, and only two, surviving Tyne built paddle tugs in the world, and the older, Eppleton Hall, built in 1914, is in the San Francisco Maritime Museum. Eppleton Hall's is an epic story, she worked as a tug in Britain right through until 1967, was partially scrapped, and then restored in 1969 with a conversion to oil firing. She sailed under her own steam in September 1969 registered as a private yacht to Karl Kortum, the Museum's director. She arrived in San Francisco six months later.



There was considerable skulduggery involved in the process, which is related in the book "Eppleton Hall" by Scott Newhall, but she is today berthed at Hyde Street Pier, on display although not open to the public for boarding.

She was built with two "grasshopper" engines side by side, giving her 500 horsepower, with a steel hull 100 feet long, 21 feet wide, (inside the paddle wheels), and 166 gross tons. The U.S. Parks Service (bless them !) have put complete plans into the public domain and I have copies if anyone wants them. At half inch to the foot a 50 inch model would weigh 27 lbs with lots of scope for detail. Twin electric drives could spin her about her paddle axis, fantastic fun to have on Harrison Pond. Scale speed would be 2.5 knots, which would mean turning her 5 inch paddle wheels at around 250 rpm. The paddle wheels were feathering, so you could choose to replicate those if you could get to the machining facilities, or just use plain wheels which no-one but you will ever notice.



Sarik hobbies (<https://www.sarikhobbies.com/product-category/model-boat-builder/plans/scale-boats-ships/tug-boats/>) has 6 different paddle tug plans in the Model Boats series, the Chieftain 1899, the Flying Scotsman 1898, the Forceful 1956, the Jennifer Ann (Australian), the Lulonga (African), and the Wrigley (a semi-scale sternwheeler with two independent wheels).

This is Wrigley.

And this Lulonga



The Forceful plan (the Royal Navy Director class) would be an excuse to put in a lot of power and see how it competes with some of the other members' more modern tugs. And Sarik hobbies will sell you plans for both the tug and its feathering paddles.

A kit for a 1:50 scale Tyne paddle tug, the Vanguard from 1841 is available at Modellers Central, (<https://www.modelerscentral.com/model-ship-kits/disar-models/vanguard-paddle-tug/>).

So you have a whole lot of scope in building one of these lovely models. Any of them is a certain crowd pleaser, and a sure bet to keep you coming to the pond.





### **This month's internet links:-**

<https://www.wrecksite.eu/wreck.aspx?216792> Chieftain

<https://www.sarikhobbies.com/product/chieftain-mm1168-tug-plan/>

<https://www.sarikhobbies.com/product/flying-scotsman/>

<https://www.modelerscentral.com/model-ship-kits/disar-models/vanguard-paddle-tug/>

<https://www.cornwallmodelboats.co.uk/acatalog/Forceful-Paddle-Tug-Model-Boat-Plan-MM1292.html>

<https://www.cornwallmodelboats.co.uk/acatalog/Forceful-Paddle-Working-Drawings-Model-Boat-Plan-MM1293.html#SID=2445>

<https://www.sarikhobbies.com/product/chieftain-paddles-mm1244-tug-plan/>

<http://paddlesteamers.info/PaddleSteamerList.htm>

<http://www.paddleducks.co.uk/smf/>

<https://www.nps.gov/safr/learn/historyculture/index.htm>

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**If you have any spare time on your hands, send some words and pictures about boats and models to me.**

**All contributions are most gratefully received.**

**Merry, if quiet, Christmas, and a Happy New Year.**

**Edward.**

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