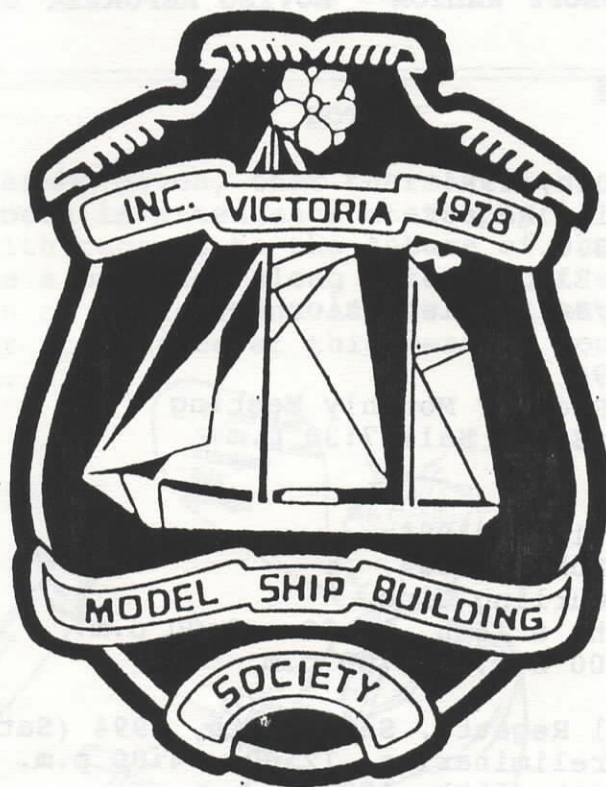


The Binnacle

MARCH 1994



**Next Meeting April 14th, 1994 7:30 p.m.
Royal Oak Scout Hall**

VICTORIA MODEL SHIPBUILDING SOCIETY
BOX 45083 MAYFAIR POSTAL OUTLET
VICTORIA, B.C.
V8Z 7G9

Executive Committee 1994

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	DICK BRYANT	SPECIAL EVENT	656-9908
	CHRIS TAYLOR		652-1331
	GEOFF WALTON	ROVING REPORTER	592-5874

UPCOMING EVENTS

April 9th, & 10th, 1994
NORC Sailing Regatta
Victoria B.C.
South End Elk Lake
See (Feb./94) Registration Form.

April 14th, 1994
V.M.S.S. Regular Monthly Meeting
Royal Oak Scout Hall 7:30 p.m.

April 14th, to 17th, 1994.
Victoria Hobby Show
Victoria Curling Club
14th, 15th, & 16th, 10:00 - 9:00 p.m.
17th, 10:00 a.m. - 5:00 p.m.

V.M.S.S. Annual Regatta, Sept. 10th, 1994 (Saturday)
Sailing Preliminaries, 12:00 - 4:00 p.m.
Sunday, Sept. 11th, 1994
Sailing Cups finals, static judging & R.C.
Power & Steering Course (prize giving)
8:00 a.m. - 4:00 p.m.

Winter months till June
First and Third Sunday
Sailing South end of Elk Lake, 1:00 - 3:00 p.m.

Every weekend (weather permits)
R.C. Power / 1m R.C. Sailing
Pond, Colwood Center

PLEASE WELCOME NEW MEMBERS:

Mr. Peter Smith
499 Dalton
Mayne Island B.C.
VON 2J0

Mr. Ross Brand
222 Ontario St.
Victoria, B. C.

Mr. John Hallam
2008 - 1720 Douglas St.
Victoria, B.C.

Mr. Graeme Knox
2069 E Shawnigan Lk. Rd.
Shawnigan Lake B.C.
VOR 2W0



NOTICE

Notice is hereby given, that there will be a discussion and vote by members in attendance at the April **V.M.S.S.** monthly meeting, with regards to the future of the J.de. F Pond. At such time a proposal along with a cost estimate for the construction of a wharf and access foot path, will be tabled. Your attendance at this meeting would be greatly appreciated.

Gil Templeman

If your dues
are in the mail,
disregard
this
message!

G.T.

MINI REGATTA RESULT

<u>NAME</u>	<u>BOAT</u>	<u>SCORE</u>
Ray Bethell	Swift Patrol Boat	90\100
Mark Giles	Tuna Clipper	90\100
Geoff Walton	Adept Tug	80\100
Ray Bethell	Yamaha Runabout	70\100
Nels Combe	George MacGregor	70\100
Bill Huckin	Sara L	50\100
Ron Wild	Tug	50\100
Dan Rowsell	Tugger	50\100
Al McDonald	Bolga	50\100
Alf Fletcher	Sea Imp X	50\100
Mike Anzon	S Black & White Tug	40\100
Geoff Walton	Carol	0\100
Ron Armstrong		Sunk

These are the final results of our 1st Mini Regatta - proving that the fellow setting up the course has no special luck - G. Walton and a score of zero. Our congratulations to Ray Bethell taking the trophy after a sail-off between Ray and Mark Giles when both sailors' scored 90\100!

Admiral Geoff

The Clyde Puffer FAITHFUL

During the mid 1800's the idea of putting a steam engine on a barge gave us the steam lighter's working on the Firth's of Clyde and Forth in Scotland.

It seemed only natural that the next step would be to do away with transshipment at the terminals of Bowling and Grangemouth and for the steam lighters themselves to venture into the waters of the Firths. Modifications were made to the design and the "puffer" was born.

The early puffers were fitted with non-condensing engines and the sound of the steam exhausting directly into the atmosphere produced a distinctive "puffing" sound.

Her dimensions were dictated by the size of the locks on the canal - about 66' long and 18' beam, though the first early puffers were only about 14' beam. Her requirements were simple - to be able to enter any of the small ports and harbours along the coastline - and to run ashore if necessary and unload the cargo herself. To meet these needs

the puffer was designed with an almost flat bottom so that she hardly heeled over when grounded, and for her size - a very heavy mast and derrick boom.

The first puffers were based on the 'gabbart' with the boom shortened and a boiler and engine installed aft, the boiler being offset slightly to port. The gaff and sail were kept and used in fair winds to economize on coal. The deck was flush with almost half of it being taken up by the big hatch. At the stern was the tiller steering. The design changed little over the years - a casing was erected over the boiler and engine room allowing for a toilet and storage space. In some cases the deck level was raised at the forward end - forming a kind of poop. Wheel steering went from over the rudder head or on the after side of the casing - next to an open bridge on top-to finally being enclosed in a small wheel house behind the funnel. The wheel house also enclosed the steam valve and reversing lever by which the captain controlled his ship.

Puffers were built mainly on the Forth and Clyde but were frequently found outside of the Firth of Clyde delivering goods to the outer islands. As many of them picked up cargoes in Glasgow and other ports on the Clyde Coast there was no need to restrict their size as the locks on the Crinan Canal (used as a short cut to the outer islands) were larger than those on the Forth and Clyde Canal. This led to a larger puffer "the outside boat" being built with a length of 82' and a beam of 20'.

GEOFF

LIBRARY REPORT



I invite all members to have a look at the V.M.S.S. ILLUSTRATED LIST OF SHIP MODELS, to see if their models are included. This is an ongoing project and photos of models can be added at any time. The goal of this project is to provide an inventory of the wide diversity of model projects which have been undertaken by this club. This photo album will make an interesting conversation piece, as it will provide inspiration and ideas to other members on their future model projects. Upon talking with Lois Lockley about this, we thought it would be a good idea to include a section on the sailboats. So, sailors lets get some pictures in to start this new section! To have your model entered in the list I need a photo, with the model name, length, and scale written on the back.

Last month Nels Combes donated an excellent hardcover book called Pacific Tugboats, by George Newell. This book contains many pictures of some famous tugs which have worked on this coast. The book provides an excellent history of tugboats and local tugboat companies like the Foss company of Seattle, and Island Tug and Barge. This book will be of great interest to many members.

Doug Dyer,
Librarian
March 1994

NORC. NOTICE.

(3) Three crysals are advised because of difficates with the likelihood of three heats for each race especially in the E. C. 12 M. class.

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