

The Binnacle •

SEPTEMBER 1996



Next meeting OCTOBER 10, 1996 - 7:30 PM
Royal Oak Scout Hall

Victoria Model Shipbuilding Society
Box 45083 Mayfair Postal Outlet
Victoria, B.C. V8Z 7G9

EXECUTIVE COMMITTEE 1996

PRESIDENT	RON ARMSTRONG	391-0101
SECRETARY	JACK PLUMMER	592-2021
TREASURER	PAUL MORROW	598-1551

DIRECTORS

PAST PRESIDENT	BILL HUCKIN	652-5264
ENTERTAINMENT	BEN RUSI	658-2597
LIBRARIAN	RALPH DAY	474-0151
NEWSLETTER	KEN LOCKLEY	477-5830

UPCOMING EVENTS: 1996

EVERY SUNDAY	Harrison Yacht Pond 10:30 - 1:30
SUNDAYS 1ST & 3RD	SAILING - 10:30 - 3:00 BEAVER LAKE
SEPT. 13, 14 & 15	Sidney Salt Water Festival Sidney Waterfront
OCT. 6	Pleasure Boat Run 9:30 AM Harrison Yacht Pond
OCT. 10	Regular Meeting
OCT. 19 & 20	Star 45 & EC12 Regatta - Beaver Lake
NOV. 14	Annual General Meeting

****** NOTICE OF ANNUAL GENERAL MEETING ******

Be advised that the Annual General Meeting of the Victoria Model Shipbuilding Society will take place on November 14, 1996 at 19:30 hours at the Royal Oak Scout Hall, Victoria. The main purpose of the meeting will be election of officers and directors.

Jack Plummer -Secretary

PERSONAL PROFILES:

by Spike Marlin ____

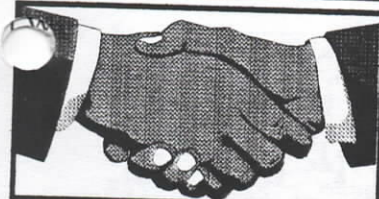
Bill Barker's beautiful models need no introduction to our members, but most of us are unaware of Bill's other talents.

He is a parquetry artist and an avid Alpine plant expert. Also, he has designed & built a beautiful flower garden, complete with pond.

On entering Bill's workshop I felt that I should remove my shoes, in other words 'neat & shipshape' describes it all. His current project is a model of a typical side wheel, paddle-wheel iron tug. These tugs were used for towing sailing ships into & out of harbour as well as many in-harbour duties until about 1950, especially in Britain. The tug will be equipped with feathering paddles which were an interesting feature on many of these craft. This will be Bill's first R.C. power model.

Bill was born in Vancouver, served with the R.C.A.F. & after the war joined the R.C.M.P. as a musician & technician. This led to his interest in model making, & when he retired it became a full time hobby.

Now for one man to juggle all these activities, he requires a working partner with the right disposition & understanding. This is where Eleanore Barker, his wife of 54 years fits into the picture. To round out the 'Eleanore & Bill' profile we add three daughters & three grandchildren.



WELCOME NEW MEMBER

David Winter

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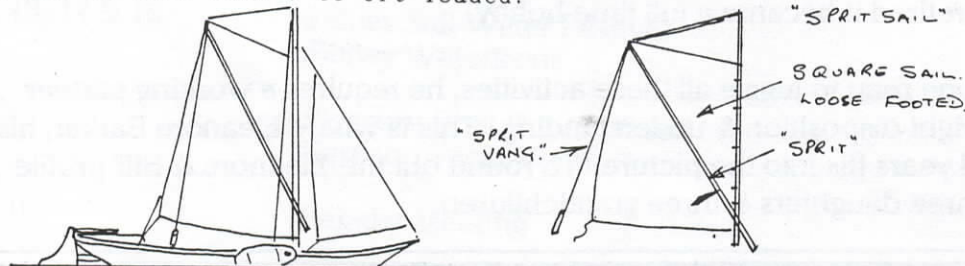
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Sailing Barges of Great Britain

by David P Powell

The Sailing barges of the U.K. were probably the last stronghold of commercial sailing craft in the World.

The term Barge is derived from the Latin Barca which referred to a large ships boat used as a means of unloading in river ports with shoal draft waters, which prevented ships from going alongside a wharf, in the London of old, owing to the existence of numerous bridges it was found to be more satisfactory to unload cargoes into a barge, for onward travel via the upper Thames and into the vast network of canals that existed at the time, goods being brought to London for export via the same route, this was in the very early days of the 16th century. The Thames barge as we see it today was developed from these early type of barge, the type of sail that was first used was similar to that of the Norse Long-boats that the Viking invaders of Britain had used, this however gave way to the 'fore and aft' rig in the latter half of the 17th century, these vessels were the true forerunners of the Thames Barge as we know it today, the early vessels were what are known as 'Swims' this name was derived from the flat wedge shaped bow and stern that looked rather like a punt, the rig being what is known as a "Sprit sail" rig as shown in the illustration below, you will see they also had "Lee boards" these were lowered to prevent them from being blown off to leeward, as the barges are shoal draft craft, drawing only 2ft or so empty and no more than 6 to 8ft loaded.



Later versions improved the barges and had become what are known as "Stumpies" these vessels had a straight stem and a stern post they had the same basic rig, with the addition of a mizzen mast and sail, that mounted on the rudder post, and was sheeted to the end of the rudder, this made the turning ability much better as the sail assisted the rudder when going about, further improvement, added a "tops'l" and flying jib, with bowsprit, and when racing, a "Spinnaker" which was not the sail as used by the modern yacht but a larger and lighter form of flying jib, mounted high up on the topmast forestay.

These vessels, carried cargoes, not only up the river Thames but carried out extensive trading all around the British coast going from Liverpool to Rotterdam in Holland, London to Newcastle, London to Ireland via Cornwall, they had become extremely versatile vessels, during both World Wars they were extensively used by the Admiralty to go where the regular Naval craft could not go, in the shallows also they could go, (being built of wood) through the minefields, both magnetic and the normal type, which were laid at a depth intended for the conventional cargo ship, they were also used as supply ships to many of the Naval ships of coastal command, in addition to their regular trade.

It goes without saying that they were heavily involved in the Dunkirk Evacuation and although I do not personally know, I would imagine they would have been involved in some way in the "D" day landings.

since the very earliest, these craft have competed against one another the various crews racing one-another on the river in friendly rivalry, and latterly in serious racing organised by Yacht clubs, and sponsored by a variety of commercial enterprises, the earliest races, on an organised footing took place in 1863 due to the enterprise and enthusiasm of a Mr Henry Dodd, a prominent contractor of the time, this was the start of the Annual Barge Sailing races, the purpose was not only to produce sport but to encourage the development and to improve both the craft and crews, the crew consisted mostly of a Skipper, a mate and a boy, often Husband, Wife, and son, sometimes the Skipper would be as young as 18yrs with a brother as Mate.

Annual Barge Sailing racing continued through the years, with only the actual war years being missed, the last of the Commercial races being held, as far as know in 1951, however, there are still races held on the Medway, in Kent these of course are between privately owned craft.

Sadly, most of the Sailing Barges of the early years have gone today, some were sold to companies operating along the coasts of west Africa others into service in the Mediterranean sea, at least two were sold to companies in South America and working out of the River Plate, these Barges were sailed to their ports of destination by their own crews on their own "Bottoms" with only the addition of a Qualified Navigation Officer, as required by the board of trade.

Some of these wonderful craft have been in continual use for as much as 114 years, and if they were further developed, and the canals re-opened around, not only Britain but throughout Europe, and why-not other countries, just think of the reduction of road traffic to say nothing of the benefit to the environment!

There is a strong following in Britain of the Model "Thames Barge" Sailing competitions these are done under the auspices of the British Scale Sailing Association and- have excellent "turnouts" competitors coming from all over Britain to compete, these competitions are more like the course layouts for the power craft, than the straight out racing courses of the class racing yachts, they do of course have a conventional sailing section of the course, but there are, in addition steering, and maneuvering sections, in which those fast boats can be beaten, and of course where also one can lose points.

I hope the above article has been of interest to members, and if there are any potential Barge Skippers out there, I would be more than pleased to make your acquaintance and help you in any way I can, or even members interested in Scale Sailing in general. You can contact me either through Ken Lockley, (your Magazine Editor), at the Club meetings, or at home, Phone 479-09-05, I am available most afternoons, or evenings.

David P Powell

DRILL SHIP "JOIDES SEDCO"

On Saturday the 17th of August, Jack Plummer, Bill Birch & their wives visited the scientific drill ship "JOIDES SEDCO" berthed at Ogden Point for a tour of same. Apart from a screwup regarding tour reservations, the visit was exceedingly interesting.

The ship is 430 feet long & 85 feet abeam, contains 8 bow-thrusters (one on each end & three on each side) & carries an 80 Meter drill rig capable of boring a 9 inch hole 1000 meters below the sea bottom. Four inch cores are extracted every nine meters of drilling without removing the bit from the drill hole. The bow-thrusters are able to keep the ship centered over the drill hole in any type of sea.

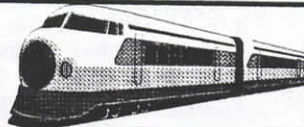
The ship is leased by a consortium of 129 scientific communities from around the world at a cost of 60 million dollars per year. Canada & 3 other countries share 2 percent of the costs, amounting to approx. 1.2 million annually. For this amount, they are able to send 2 to 3 man scientific teams on month long legs of assignments.

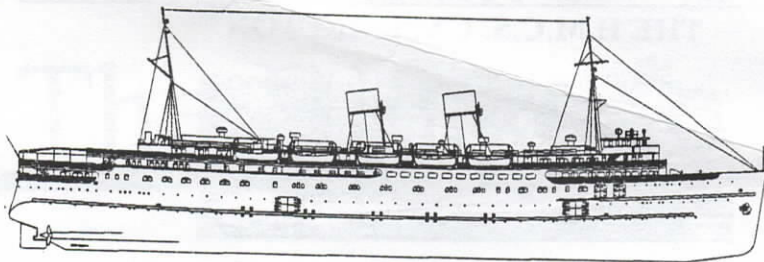
The ship uses GPS satellite tracking, as well as a sonar fix on a bottom dwelling beacon in order to keep the ship over the drill hole. Many tests are conducted on the core samples aboard ship, which are scrupulously logged & analyzed for future use. One interesting test that is conducted on a continuous basis during the drilling program, is one to determine the presence of hydro-carbons in the core samples. In this manner they are able to prevent a gas or oil blow out that would contaminate the sea or harm the ship.

The Ship will be working for the next two days in the area of Saanich Inlet in order to test for earthquakes that may have occurred during the past ten thousand years. The peculiar strata of the sea bed in Saanich Inlet is a rarity because of the lack of oxygenation in the sedimentary bottom. ie: marine life does not stir up the layers of sediment providing easier analysis of core samples. All in all a very interesting tour.

by JRP

MODEL TRAIN SHOP & SWAP, ETC., S.J. WILLIS SCHOOL,
TOPAZ AVE. SUNDAY, SEPTEMBER 29.





by JOHN TANNIER

One of the side effects of being in school for the last few years, has been that I have been unable to carry out my modelling activities. My wife is somewhat reluctant to allow half finished projects on the kitchen table for some months. To compensate for this, I have been able to do a fair amount of research on my "future" projects. This consists of locating drawings, photographs, and information relevant to model making.

Having acquired this information & only wanting so many researched projects (four is the current number), I just had to do something so I embarked on a project to convert the "paper" drawings I have, to "paperless" drawings: I have redrawn the drawings on my computer. This has several distinct advantages; better familiarity with the vessels, only drawing information relevant to the modeller, and the ability to produce drawings accurately at whatever scale desired!

To date I have drawn the PRINCESSES PATRICIA/MARGUERITE (c1949) and am working on HMS EGERIA (a turn of the century RN frigate converted for survey work based in Esquimalt). If there is sufficient interest from the membership, I can give further details of the process in future "BINNACLE" issues.

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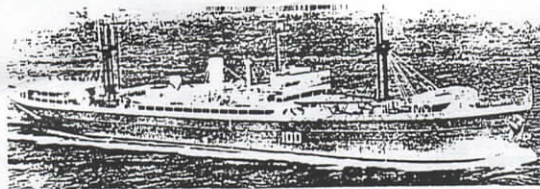
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