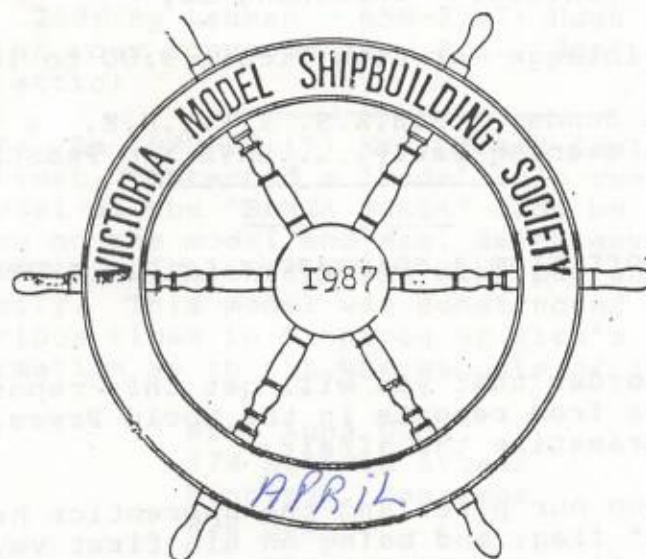


# "THE BINNACLE"



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S.H.A.S. - SAANICH HISTORICAL ARTIFACTS SOCIETY  
 V.I.M.E. - VANCOUVER ISLAND MODEL ENGINEERS  
 V.M.S.S. - VICTORIA MODEL SHIPBUILDING SOCIETY

The Binnacle is our Club News Letter. It is to get information to all of our club members. This is your Binnacle and if you have some information you wish to pass on to club members then feel free to put an article in the Binnacle. It can be for something wanted or something you wish to sell or it could be just something of interest to our membership. Contact your editor Geoff Walton.

REGATTA - Sunday, September 20th, 1987 has been selected as the day we hold our fall regatta. It will be held at the VMSS club pond which is located on the S.H.A.S. grounds. Before September 20, we have some work to do to fix up the grounds and also to build some more wharfs.

The type of regatta is now being looked at and we will keep you informed as soon as possible of the details.

HOBBY SHOW - Bring your boats and help set up our display Wednesday, April 22nd, 4:00 p.m., at the Curling Rink. The show will be open from 11:00 a.m. to 10:00 p.m. daily. It will also have to be manned between these hours. No EXHIBIT will be taken out before 6:00 p.m. on Sunday, April 26th; after this time we must dismantle our display.

LET'S HAVE LOTS OF BOATS AT THIS DISPLAY!!  
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CALENDAR OF EVENTS

April 22, Wednesday - see above announcement concerning set up of display at the Curling Rink.

April 23, 24, 25, 26 - Thursday thru Sunday - Hobby Show at Curling Rink

May 3, Sunday - Linwood Regatta

May 16, 17, Saturday & Sunday - V.I.M.E. Spring Meet

June 20, 21, Saturday & Sunday - S.H.A.S. Fair

July - watch for date of Social Credit Picnic at the Artifacts Grounds



CALENDAR OF EVENTS cont'd

August 1, 2, Saturday & Sunday - V.I.M.E. Efficiency Trials

September 5, 6, 7, Saturday thru Monday - Saanichton Fair - more information will be provided as we receive it.

September 12, Saturday - S.H.A.S. - Thrashing Day

September 13, Sunday - Vintage Car Club Picnic 9:00 to 18:00

October 3, 4, Saturday & Sunday - S.H.A.S. & V.I.M.E. & possibly V.M.S.S.  
Guy Fawkes Day & Evening Party.....HAVE YOU PASSED ON YOUR IDEAS?  
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I happened to read a report from a shipmaster to his owners...

Dear Sir:-

I write in haste in order that you will get this report before you form your own preconceived opinions from reports in the World Press, for I am sure that they will tend to over-dramatize the affair.

We had just picked up our pilot and the apprentice had returned from changing the "G" flag for the "H" flag, and being on his first voyage, was having difficulty in rolling the "G" flag up. I therefore proceeded to show him how and coming to the last part, told him to "let go". The lad, although willing is not too bright, necessitating my having to repeat the order in a sharper tone.

The Chief Officer overhearing this from the chartroom and thinking it was the anchors that were being referred to, repeated the "let go" to the Third Officer on the forecabin. The effect of letting the anchor drop from the "pipe" while the vessel was proceeding at full harbour speed proved too much for the windlass brake and the entire length of cable was pulled out "by the roots". I fear the damage to the chain locker may be extensive.

The braking effect naturally caused the vessel to sheer in that direction, right towards a swing bridge that spans a tributary to the river, up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop the vehicular traffic. The result being that the bridge partly opened and deposited a Volkswagen, two cyclists and a cattle truck on the foredeck. In his efforts to stop the progress of the vessel the third officer dropped the starboard anchor, too late to be of practical use, it fell on the bridge operator's control cabin.

Up to now I have confined my report to the activities at the forward end of my vessel. Aft, they were having their own problems. At the moment the port anchor was let go, the second officer was supervising the making fast of the after tug and was lowering the ship's towing spring down to the tug. The sudden braking effect of the port anchor caused the tug to "run in under" the stern of my vessel just at the moment when the propellar was answering my ring FULL STERN. The prompt action of the second officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes thereby allow-

ing the safe abandoning of that vessel. It never fails to amaze me - the actions and behaviour of foreigners during moments of minor crisis. The pilot for instance, is at this moment huddled in the corner of my day cabin alternately groaning to himself and crying, after having consumed a bottle of whiskey in time worthy of inclusion in the Guinness Book of Records. The tug captain, on the other hand, reacted violently and had to be forcibly restrained by the steward who now has him handcuffed in the ship's hospital.

The steward who now has him handcuffed in the ship's hospital. I enclose the names and addresses of the drivers and their insurance companies of the vehicles on my foredeck, which the third officer collected after his somewhat hurried evacuation of the forecastle. These particulars will enable you to claim the damage they did to the railings of number one hold.

I am enclosing this preliminary report for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights. Had the apprentice realized that there is no need to fly the pilot flags after dark, one of this would have happened.

Yours in good faith.....

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DEFINATION: "SEASICKNESS" ... Travelling across the ocean by rail...!



SAANICH HISTORICAL ARTIFACTS SOCIETY

...is holding a GIANT Fund Raising GARAGE & YARD Sale on the S.H.A.S. Property Saturday & Sunday, April 11th & 12th. To make it a success, they ask for all kinds of merchandise (except clothing) to sell. This is your chance to clean out the attic! If you have anything suitable for the sale please call:

Al Wardle - 656 5259; By Lehman - 656-2707; Hugh Porter - 652-5601  
it will be picked up at your convenience. P.S., don't forget to come to the sale and restock the attic!

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SPECIAL ANNOUNCEMENT: In 1980-82 (?) Mrs. Frank (Ruth) Smith, residing at that time at 1146 View Street, contacted a "model ship restorer" in the Victoria area and gave him a model of the "SANTA MARIA" made by her father. There was restoration to be done on the model and Mrs. Smith gave the restorer a retainer fee of \$25.00. In 1983 Mrs. Smith died in Winnipeg and the name of the restorer is unknown to her family. This model was constructed in the late 1920's and was on display at various times in Winnipeg at Birk's and the Hudson Bay Company. If you have any information as to the whereabouts of the "SANTA MARIA", please contact:

Mrs. Anna Gunn  
174 Roberta Avenue  
Winnipeg, Manitoba  
R2K 0J9  
-----

ADAPTING OTHER SOURCES TO LOCAL NEEDS:

British ship modellers have had a wealth of plans, drawings, kits and engines to choose from. American ship modellers are rapidly catching up. We Canadians, however, have had to make do or adapt until Vanguard Model Marine arrived on the scene last year.

Still, this fledgling but earnest firm can't possibly meet all our varied needs especially in terms of West Coast (B.C.) prototypes. Through research and study for other reasons, I have stumbled upon some exciting possibilities. Here now are a list of my discoveries. Use and enjoy.

<u>Desired Prototype</u>	<u>Owner</u>	<u>Plan Original</u>	<u>Plan Source</u>
"Haida Monarch"	Mac-Blo	Saint Class	M.A.P.
"S.D. Brooks"	Crown Z.	Rescue Tug	(MM1133)
"William Joliffe"	C.P.R.	"Knight of	M.A.P.
later "Nitinat"		St. Patrick"	(MM1188)
Various postwar B.C. yachts	various	Fairmile type "C" M.L.	M.A.P. (MM585)
"S.S. Chilliwak: (172')"	Union Steam	"Moygannon" 160'	M.A.P. (MM1148)
"S.S. Gray" (182')			

(\*) I have this plan if anyone is interested.

Ron Armstrong

### SUPER SKIPPERS AND REGATTA CHAMPS

This gorgeous weather is a sure sign of spring. What's more, it is a harbinger of a new sailing, steaming and motoring season soon upon us. And that, friends, means regattas, both near and far. A chance to put our little (and not so little) pride and joys through their paces, thus demonstrating both workshop skill and hand-eye co-ordination in an atmosphere of friendly competition.

All this will climax (?) in September with our 4th Fallgatta. On the crest of huge success with Fallgatta '85, V.M.S.S. will be expected to put on an even better event. July '86 saw the Burnaby Club, A.M.M., put on a two-day regatta that was definitely the biggest (100 contestants, about 80 boats from as far south as San Diego) and best to date. Our President, Fred, walked away with 2nd in semi-scale tugs. Since only he, Harry and I attended, 30% is "damn" good.

Now the point of all this is the level of operating skill I saw there and later at EXPO. At Burnaby the magnificent feat was watching Harry put "Star Galaxy" (10 feet of her) through the steering course with the realistic aid of 2-3 tugs! He even reversed her, arrow-straight and hit neither buoys nor lake bank.

Nuzzling her portside was a tug run by Bryan Dean of EXPO fame. Despite running his craft since May, he was sweating with anxiety! He learned quickly however and that leads to my last wonderful memory of a fabulous modeller's summer. Very late in the EXPO season my wife and I used our 5th pass, anyway I dropped in on Ron Burchett's log booming show. The huge (14 Ft.) barge was impressive enough, but what really impressed me was the manner in which Ron and Bryan now

... the carefree, confident air of veterans



Very late in the EXPO season, my wife and I used our 5th pass, anyway I dropped in on Ron Burchett's log booming show. The huge (14 ft.) barge was impressive enough, but what really impressed me was the manner in which Ron and Bryan now operated. Not arrogance, but insouciance, the carefree, confident air of veterans who know exactly what they are doing because they have done it so often. Full bore to the dock, then quick stop and a full astern tuck into the pier! Even in the dusk conditions! You see mates, that's real "Skippers of the Stick" What we can all strive for, whether we enter competition or not, whether we win awards or not. See you all on the lake... "Cap-Tin"

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OF INTEREST - Merchant Fleets/6 - Blue Funnel Line, by Duncan Hawes

This book, the sixth title in a series of reference books on world merchant fleets, past and present, covers the 330 vessels of Alfred Holt's Blue Funnel Line plus China Mutual's original fleet. A chronological company history is followed by the fleet list giving detailed technical data and brief history of each vessel. The book is illustrated with scale profile drawings by the author

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THE WORLD'S FIRST CONTAINER SHIP by Les Rimes

(this article has been reproduced here by permission of the Editor of "Argonauta" the newsletter of the Canadian Nautical Research Society)

There always is and always will be, controversy over 'first' mainly because no technical advance happens on a sudden impulse.

Although the Wright Brothers are credited with the first powered flight, they did not suddenly conceive a unique idea of building a flying machine. There were other pioneers of flight and it can be debated, convincingly, that New Zealanders were the first to fly a powered aeroplane.

The same can be said for container ships and several countries, including Australia, have laid claim to building and operating the first container ship, their convictions depending to some extent on the definition of a 'container ship'

Certainly Canada can lay claim to having launched the first ship specifically designed to carry containers. The containers however, measured only eight feet by eight foot seven, far smaller than the standard twenty foot container used today.

Following World War II, the Yukon was beginning to boom with new mines opening and a broad tourism base in an embryonic stage of development. Freight was sent north from Vancouver in Canadian National and Canadian Pacific coastal steamers to Skagway, where the freight was transferred to the Canadian-owned White Pass and Yukon Route railway for the 110 mile haul over the rugged White Pass to Whitehorse. There were problems. For instance, a Yukon resident would order new tires for his car. After a two week wait, he would receive notice that one tire had arrived at the Whitehorse freight office. A week later, two more tires would arrive. And probably two weeks later, the fourth tire would show up.

Shortly after the war, Frank H. Brown, a former Federal Deputy Minister, was invited to revitalize White Pass and Yukon Corporation. Sitting in the sunshine on the banks of the Yukon River chewing grass, Brown came up with the scheme of using boxes to carry freight from Vancouver warehouses up coast by ships to Skagway, thence rail to Whitehorse and beyond by truck. Sealed containers facilitated the passage of the Canadian cargoes through the narrow strip of Alaska. The containers could be heated or refrigerated, according to season and contents; there was less chance of loss and if four tires were ordered, four tires would arrive at the same time in the same box.

To weld the ocean link, White Pass ordered the 3000 gross ton 'Clifford J. Rogers' from Canadian Vickers Ltd. in Montreal. The vessel measured 102



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To weld the ocean link, White Pass ordered the 3000 gross ton 'Clifford J. Rogers' from Canadian Vickers Ltd. in Montreal. The vessel measured 102 metres and was diesel-powered with two 12-cylinder Mirrlees engines. Built with cells to accept 168 small containers, she had ample deck space for auto and machinery too large to be containerized.

White Pass claims the pioneer ship was the 'first vessel designed and built specifically to carry containers'. She flew the Canadian Red Ensign. She made her maiden voyage to Skagway in November 1955.

Built with engines and accommodations aft, the ship had two bipod masts with derricks capable of lifting twelve tons, enabling her to work cargo at Skagway with lacked container handling facilities.

'Clifford J. Rogers' made more than 200 round trips between Vancouver and Skagway in her decade of service. But she was inadequate for 1965 needs, and a new 121 metre ship, of thirteen and a half knots, the 'Frank H. Brown' was launched by Vickers to replace her.



WhitePass sold the 'Clifford J. Rogers' to the Marine Chartering Company of San Francisco; her new owners placing her in service in the South Pacific under the flag of Bahamas. She was sold to Greek owners in 1969 and renamed 'Lampsis'. She was sailing under Liberian Registry with the name 'Drosia' painted on her bows when she sank in a storm in the 'mysterious' Bermuda Triangle, with the loss of eight crewmen.

The past year marked the 30th anniversary of the launching of the 'Clifford J. Rogers', and in the intervening years, thousands of containerships have been launched on the seven seas, many of them giants compared with the 'Clifford J. Rogers'. Her job of toting containers was limited to a coastal route and the containers she carried in her hold were 'pint-sized' nevertheless, despite her limited operation, she showed the way, with vast fleets of containerships plying in her wake.

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#### OIL TANKER (VLCC)

The first British tanker to exceed 100,000 tonnes deadweight was the "British Admiral". Entering service in 1965 during a period of development in the transport of oil, she was broken up in 1976. The increasing demand for oil products, and other economic factors led to the inception of the giant tanker to carry crude oil from the oilfields in Central America, or the Persian Gulf, to the centres of population such as north-west Europe. Much less costly to operate than a number of smaller vessels, the 300 metre tanker soon became a common feature of world shipping.

The VLCC (very large crude carrier) is easily distinguished by her immense size and very simple outline with a single bridge structure close to the stern. Many of the ships have a bulbous bow, but when the ship is down to her marks, it cannot be seen.

Many of these 1970s tankers are single-screw vessels propelled by steam turbines. With her very deep draught, the giant tanker's activities are limited to a few terminal ports; two methods of discharging the oil have been developed to offset this disadvantage. One method is to offload the cargo into smaller tankers in a deep but sheltered anchorage somewhere near the refineries, and the other is to discharge at a deepwater terminal and pump the oil overland to the refineries. Finnart, on Loch Long in the West of Scotland is a terminal of the latter kind.

## BARQUENTINE

The Barquentine is a three mast vessel with square sails on the foremast, staysails between the fore and main masts, and gaff sails and gaff topsails on the main and mizzen masts. This type evolved in order to reduce running costs; fore and aft sails require less manpower than square sails. The schoolship Merca or, owned by the Belgian government, is a good example of the barwuentine. Built at Leith in 1932, she is now a museum ship at Ostend. The Indonesian Dewarutji is a similar vessel built in Germany in 1952 to accommodate 78 cadets and a crew of 32. Some other examples of this rig are the Swedish Amorina (1934), the American Regina Maris (1908) and the two Polish training vessels Pogoria (1980) and Iskra (1982). A former Portuguese Grand Banks fishing vessel, the barquentine Gazela of Philadelphia is now preserved in Philadelphia. Also built for Newfoundland fisheries was the steel barguentine Palinura (1934) now employed by the Italian Navy in sea training for lower-deck ratings.

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HA!! HA!! HA!!

HA!! HA!! HA!!

A lady was entertaining two friends when the conversation turned to the subject of absentmindedness.

1st Lady: 'You know, I find myself at the bottom of the stairs and I don't know if I was going up or coming down.'

2nd Lady: 'That's strange, I find myself at the fridge with the door open and I don't know if I was putting something in or taking something out.'

1st Lady: 'I haven't run up against that problem, touch wood', and with that she knocked on the table twice.--pause-- 'Excuse me', she said, 'but I think I heard a knock at the door'.

(with apologies to the ladies!)



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