



July 2021

Volume 43 Issue 7

The Binnacle

Victoria Model Shipbuilding Society
Victoria, B.C.



Ken Lockley on the tug, Illinois

HMCS Harry DeWolf

A mini Ocean Racer and model progress.



Rick Gonder's New Troller



Edward White

Wrong Again, but.....

Plus

A New Covid Plan, See Page 11

Tidy your Parking

Ron, "We are going to open up a bit"

Would you like to make some sails?



From the Bridge

It is beginning to look like a post Covid world!

The church hall is not available to us for the July and August meetings, but we have booked it going forward from September. They have given us permission to hold "lawn chair" meetings in the church parking lot on our regular meeting nights July 8 and August 12 at 7:30. This was seen as a desirable location since everyone knows where it is and the regular time and date continues from before. As a "Personal Gathering" outdoors, up to 50 of us can gather with reduced Covid protocols. Masks are your choice, but please space out. And don't come if you are ill. I envision these two meetings will be show-and-tell and socialization with very limited business.

Mike Claxton has been approached by City Parks regarding our using of HMYP again and the new Covid Exposure Contact Plan.

Jim Cox contacted the Saanichton Fair, and they will get back to him when they have a more solid plan.

(continued on page 3)

Ron



2020 Executive Committee

<i>President: Ron Hillsden</i>	479-5760
<i>Vice-Pres: Dave Nelson</i>	812-1942
<i>Secretary: Elgin Smith</i>	384-0574
<i>Treasurer: Mike Creasy</i>	888-4860
<i>Director @ Large: Ken Lockley</i>	477-5830
<i>Binnacle Editor: Edward White</i>	385-6168
<i>Quartermaster: Vacant</i>	
<i>City Liaison: Mike Claxton</i>	479-6367
<i>Membership: Bev Andrews</i>	479-2761
<i>All above area code (250)</i>	



ON THE RADAR

Upcoming Events



Meetings:
Second Thursday 7:30 on Zoom.
Upcoming meeting: 8th July

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

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

A tail gate type hobby shop-and-swap/garage sale is proposed for Nanaimo this fall. It will be a low cost event and someone has suggested members could make donations of surplus goodies to VMSS and we could run a club table to raise some funds.

Before Covid, we had a plan for sorting assets and improving records, and another plan for entertainment at meetings. I would like to get these restarted at the September meeting. The next entertainment item was going to be installing electronics in boats. Can anyone suggest an electronics wizard to show us how?

Finally, Mike Creasy pointed out that our Fiscal Year End and Election of Offices is our November meeting. We were authorized to defer the 2020 meeting due to Covid, but we need to get this back on track. If you would like to serve as an officer, please let me know.

Thanks, Have a GREAT summer. Ron.

Minutes of Zoom meeting. June 10th.

Welcome: Only 11 members zoomed in. No new members or guests

Outreach: Ron Armstrong was injured in a fall. Bev sent him a card with our best wishes

Old Business:

- Mike Creasy is renewing his insurance.

New Business:

- Calvin is selling 2 1/2" stickers of the club logo for a donation. Please buy, you can use it as a windshield sticker to inform the parking guys why you are parking on Dallas Rd, or decorate your boat stands, etc.

- Jim Cox is determining if the Saanichton Fall Fair will proceed this year and if they will be inviting us back. Elgin Smith and son are making new paddle boats for children to use in our pool.

- Calvin is getting a price for a plaque to honour Barry Fox.

- This is probably the last Zoom meeting. The meeting room at St Peters Church is not available, but we have asked for permission to hold a couple of "lawn chair" meetings in the parking lot. A couple of suggestions were made for parks to use if the parking lot idea is unacceptable. We will return to regular meetings on the second Thursday of the month at 7:30 starting Sept 9.

- Mike Creasy pointed out that the November meeting is our Annual General Meeting and Election of Officers. We were exempted from an AGM in 2020 due to Covid so this will be an important meeting and we should be thinking about who would like to sit on the board.

Round-table and Socialization

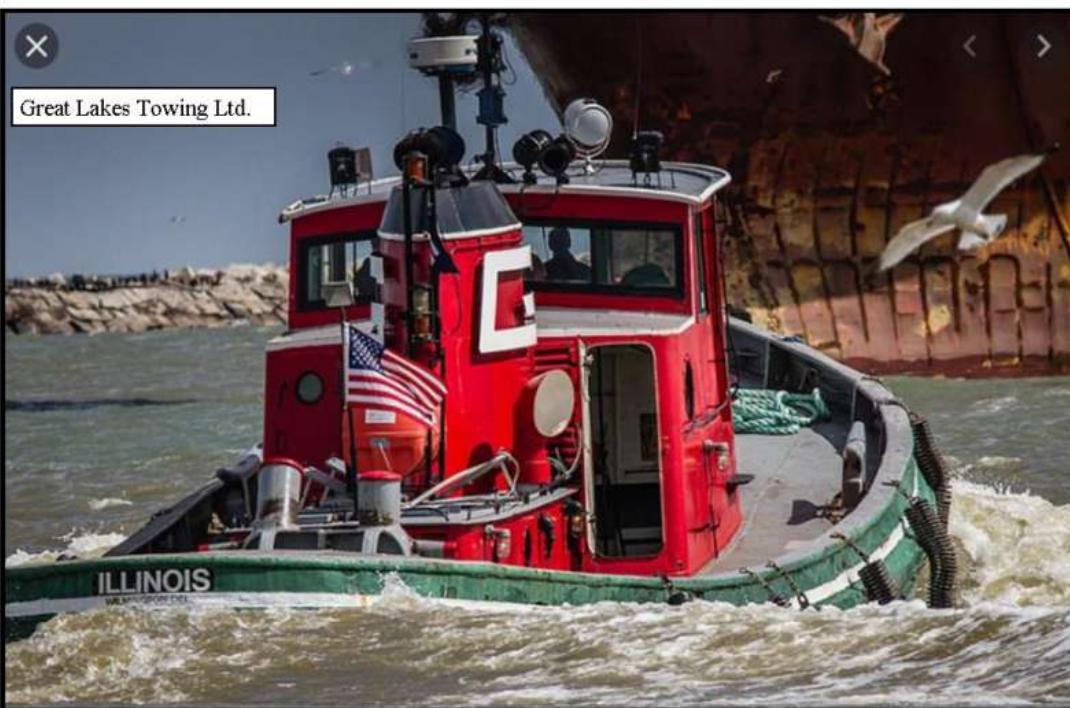
- We ran the clock out on the Zoom limit.

**SHIPS, BOATS AND MODELS**

JULY 2021

Ken Lockley

The picture below is an inspirational view of the “ILLINOIS”, one of about 30 tugs built to the lines you see here. Great Lakes Towing is a large concern on the American side of the Great Lakes. Each of their tugs is named after a state of the USA. The vessel you see below is 75ft in length and a 19 ft. beam. They are a simple hull with single screw in a large Kort Nozzle. Great Lakes Towing started to replace these old faithfull's with several different designs and at least one being a “Robert Allen “ project. As I mentioned, they seem to have operations at most of the harbours of any size right from Lake Ontario to Lake Superior. They make good use of Red, Green and White paint on their vessels .





The HMCS Harry DeWolf conducting exercises in Bedford Basin, Halifax,

For the first time in over 50 years, HMCS Harry DeWolf will start it's first voyage to circumnavigate North America, leaving Halifax for the Northwest Passage and transit to the Pacific Ocean and using Panama Canal to return to the Atlantic .

The original plan was to build five of vessels, I cannot find if that's still the plan. There are two more coming in the next few months for sure.

In my mind there's no question the Arctic and the Northwest Passage will become more important to marine traffic in the years ahead as our globe warms up.





Here's a change of pace for you readers. This picture is Globe 5.8 class mini ocean racer. Developed mostly in Australia by Don McIntyre and other firms supplying fittings etc. There's no question the Aussies are awesome sailors and developing this plywood kit is a great inspiration to any full size builders. Do any of you remember the "Thunderbird" 26 ft. sailboat built with Douglas fir plywood manufactured at BC Forrest Products Ltd. Gorge Rd. Victoria . It's interesting that this 19 ft. sailboat could be reduced to a 40 inch model quite easily by an experience builder.

A few of you will remember "Trekka" built by John Guzzwall in the early 1950's and it's home is in our Maritime Museum. Trekka was designed by Laurent Giles, a prominent British Yacht designer of the 1950-70. John built Trekka behind a "Fish and Chip shop" on View St. where the parkade is now. John sailed the finished boat to New Zealand where he met up with Miles and Burl Smeeton and helped them attempt to sail "Tzu Hang" around Cape Horn. The story of "Tzu Hang" is one for another day.

IN THE WORKSHOP

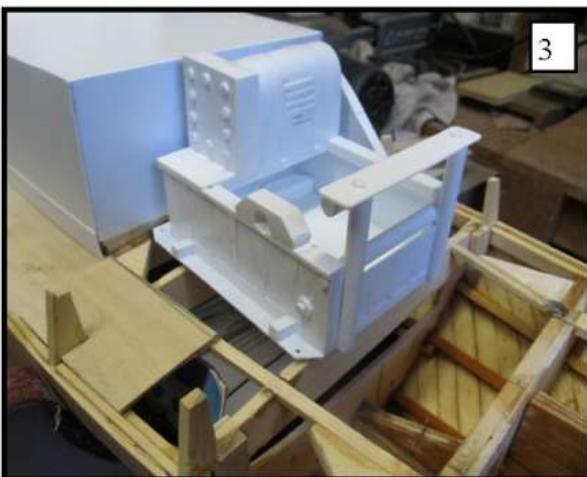
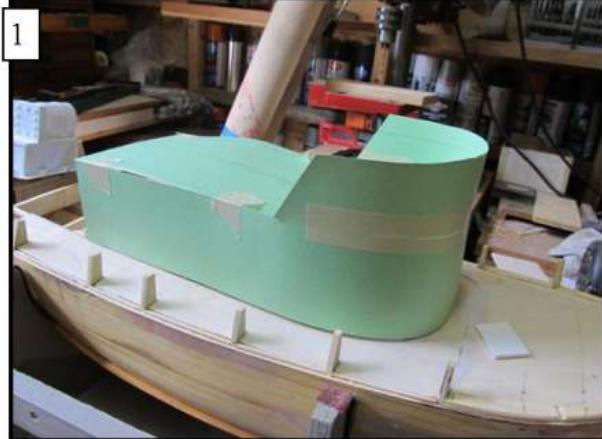
#1 This picture shows my early planning for the cabin assembly. I use Bristol board purchased at the Dollar stores for all my pattern making. We were spending a few days in the R/V at Weir's Beach and I wanted to build the styrene cabin while enjoying the ocean view at Weir's.

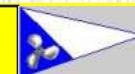
#2 This shows the styrene project well under way. I will eventually cut a hole in the roof to finish off inside the cabin with chart table, steering and control consol. The boat has a flying bridge which will be built separate and installed as one unit to make the cabin roof.

#3 This picture shows the winch very nearly finished. This made a great styrene project for a few hours in the sunshine at Quadra Island last Summer.

#4 The outer gunwale rubbing strip is one of the heaviest pieces of wood on the boat and to make the necessary bends I install it in three sections. This is a time consuming process but I find easier than trying hard bends with the wood.

Another way is to laminate with several thin strips of wood.





#5 Another picture of the gunwale installation using lots of clamps. The hull planking you can see is , Yes my favorite , “Yellow Cedar”.

#6 Here’s three areas of work showing the sides of the bulwarks joining the bow block, the rub rail at the bow area and my anchor port.

#7 & 8 shows the boat nearly ready for finish sanding and spot filling. This process takes some time but it’s really an important process, because once you start painting, in some cases it’s too late or not easy to go back,

Next month I should have the hull painted and fitted out with propulsion unit in place. We are doing another R/V trip to Weir’s so the cabin will get attention on that trip.

This hull is a generic build purely from past experiences and many pictures taken from “Marine Traffic” of “Jacques Cartier” and renamed “Westco Pioneer”. Not a true scale model, no plans just pictures to build from.



Message received from our web site.

Donald Colpitts

Email

donel@islandnet.com

Comment or Message

Nearly completed model of sail boat Corsaro II and not able to make the sails. I wonder if anyone in your club would be interested in making a set of sails for this boat.

Phone # 250-652-0167



And from Rick Gonder.

This west coast troller was recently advertised for sale in the Binnacle. I was able to purchase it.

The hull was started about 25 years ago and was hand carved out of a block of yellow cedar. During the carving process the wood was kept damp to avoid cracking. When the hull was finished it was sealed with West two part epoxy.

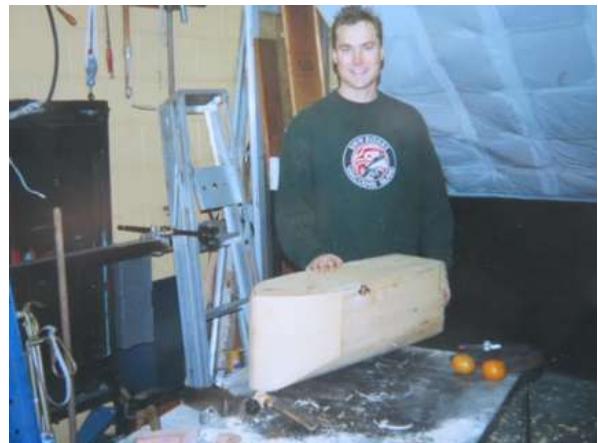
The deck beams are press fitted and doweled. The bed for the motor is precisely fitted and the motor is held in place with hand made clips. The shaft and rudder have custom made grease





fittings. The fenders and life rings are carved from basswood and the anchor was hand carved from a piece of metal as were the cleats. There is also a built in sound system.

The detail is amazing!





Also from Rick Gonder -- Parking Regulations

Due to confusion about the parking ByLaw at the Harrison Pond lot, I sought clarification from the City of Victoria Manager of Parking Services.

We are advised that angle parking must be front wheels to the curb.

PERPENDICULAR PARKING, (AS AT OUR PARKING LOT) ALLOWS FOR REAR WHEELS TO THE CURB.

Therefore, we can back in at the parking lot in the 500blk of Dallas, immediately west of the pond.

July 5, 2021

Victoria Model Shipbuilding Society

Covid Transition Safety Plan for Harrison Model Yacht Pond

July – December 2021

This plan addresses social distancing, personal hygiene and facility sanitizing measures in compliance with Provincial Health and City Parks directives.

1. This plan will be communicated to all members in the club newsletter and will be posted at Harrison Model Yacht Pond if the club has an activity.
2. Please administer your own wellness check and stay home if feeling unwell.
3. You must maintain a social distance of 2 meters. Please bring your non-medical masks as they may be worn if social distancing cannot be maintained.
4. We will keep hand sanitizer in the locker for members who do not bring their own.
5. We will provide sanitizing wipes or spray to wipe down tables and benches.
6. Please do not share your radios. If you do, it and your hands must be sanitized.
7. Contact Tracing: The Club must record contact information for each participant present and save the records for 30 days in case of COVID-19 outbreak.

When did we go to sea? Part 2

Summarizing so far. About 5,000 years ago, in the Tigris/Euphrates valley and in the Indus valley, men discovered how to make bronze.

I am convinced that we had been working and building with wood using stone tools for thousands of years before that, but the switch to bronze tools likely reduced the time needed for the work by a factor of at least ten. So where before we could build with poles, suddenly we could use beams with sophisticated joints. We could actually shape wood to fit together, we could build machines, cranes and winches, that could handle heavy weights.

So, as a species, we could alter our environment to suit ourselves and build cities. And because the city needs a constant transport of supplies from outside, the need for carts, boats and barges increased hugely.

The productivity gain from bronze tools was the boost needed for us to build cities and large scale agriculture with the infrastructure of irrigation, roads, docks and warehouses. I think before the bronze age, water transportation was limited to dugout canoes and reed bundle boats. But when you can make and smooth a wooden plank, then adding them to the sides of a dugout or to a reed boat will get you a massive increase in capacity and seaworthiness. From there the step to fully fabricated wooden boats is not so great.

In the history of sail, the square sail is always assumed to be the first, and fore and aft sails to be a later development. But if you accept that small boats precede ships, then the line of development is not so clear. When did you see a small boat with a square sail?

Well, the next stage of investigation both provides some support for my current theories, and, much better, contradicts me entirely.

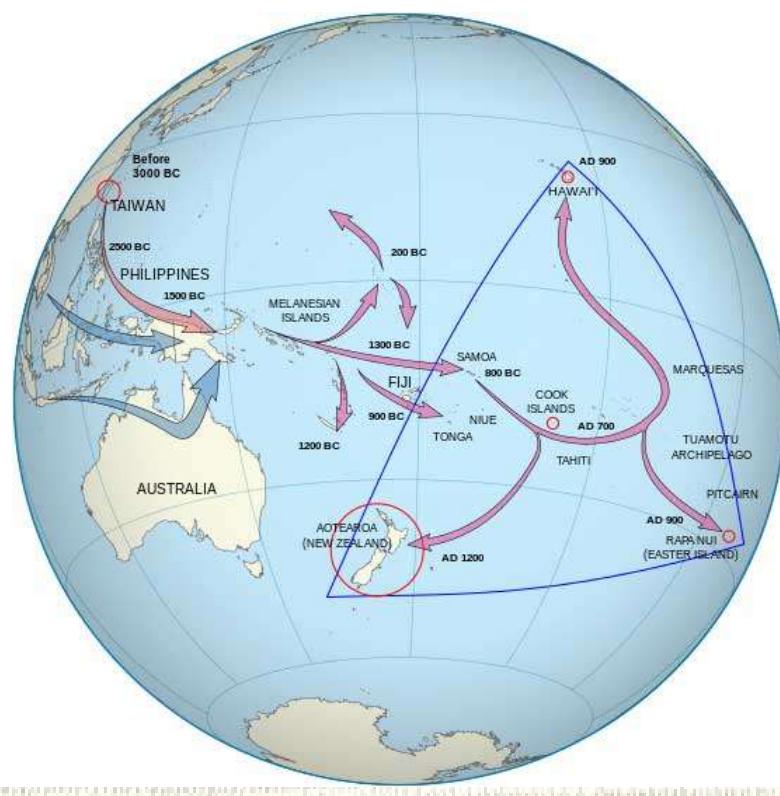
That's because the most epic of all the sea adventures that we know was carried out by people who knew only stone tools.

It is a totally separate line of development from any other in the world, and our "civilizations" knew nothing about it at all until just 300 years ago.

It's the settlement of the South Pacific by the Melanesian and Polynesian peoples. Here's a map of the South Pacific.

The first migrations into Oceania were 50,000 or more years ago, by a people we now know as Australian Aborigines. This was a period when sea levels were much lower and it is likely that they made it on foot or by rafts and bark canoes.

They certainly became isolated on the Australian continent and used no more sophisticated craft than those same rafts and bark canoes for the vast majority of their history. By the time that Cook arrived, they





had dugouts and outrigger canoes on the North and East coasts, but limited their travel to coastal waters. They also settled Papua/New Guinea in the same period.

So the next migration was much later, and DNA and archaeological information indicates a date from 3000 to 1500 b.c.

Around 3000 b.c., in Taiwan, archaeology shows a sudden arrival of stone age farming. These people arrived and are historically the indigenous inhabitants of Taiwan.

They either already had, or there developed, sailing craft in the form of double canoes and outrigger canoes with the sail form known as the "crab claw". Their language is one of a very large group known as Austronesian.

These people spread over all of South East Asia by island hopping south through the Phillipines.

My own picture of the form of this migration is that they would get to a relatively uninhabited area, establish themselves there as farmers/fishermen, and then as the population increased a group would organize a fleet to carry some hundred or so onwards to find new land.

As they reached out beyond the east end of Papua/New Guinea, they found entirely un-inhabited islands.

It makes sense to me that they would keep trading connections with the lands and islands they had left from. Also that the earlier "colonies" would intermarry with the local indigenous peoples and that their ethnicity would therefore diverge from the original.



So by around 800 B.C. this migration had reached past the Bismarck archipelago and the Solomon Islands out to Fiji, Vanuatu and New Caledonia. New islands were beginning to get few and far between.

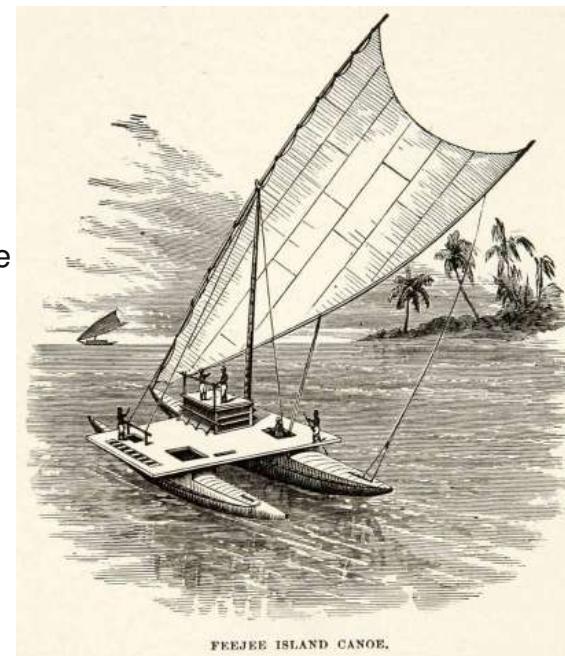
But the migration continued to find and occupy all the inhabitable land in the South Pacific, finishing around 1200 A.D. with New Zealand and Easter Island.

When Europeans started to explore the Pacific, they found a distinct ethnic difference between the western islands and the eastern. So on the map today we distinguish between Polynesia and Melanesia.

DNA studies suggest that the Polynesians are descended from a group of a couple of hundred people that have diverged only a little from the original Taiwanese. Polynesian oral tradition has it that they originated in Tahiti. The people we call Melanesian are a more complex mix of the Taiwanese and the original peoples of the territory they migrated to.

Now something that fascinates me is that a modern Maori, in New Zealand, can tell you the name of his canoe. That is the name of the canoe that his ancestors arrived on as part of the fleet that discovered New Zealand. There are seven canoes named in most traditions.

The Maori are a completely distinctive culture that did not have trading relationships back to the rest of Polynesia when Europeans arrived, but they are beyond doubt Polynesian.



FEEJEE ISLAND CANOE.



All of this amazing journey, and much more, was accomplished by stone tools and magnificent people.



Now let's focus on the boats. Stone tools can make a dugout canoe, whose size is only limited by the trees available and the effort that its builders can devote to it.

It's a huge amount of work, whether the interior is hollowed entirely with stone adzes making tiny chips, or with the use of successive controlled fires to burn it out.

World-wide the pattern seems to be the same. Once the log is hollowed, single planks are added to the top of the sides to extend the free-board, and carved wooden ends at the bow and stern to support the plank ends and complete the shaping of the canoe.

In British Columbia the additional step of steaming the cedar log to push out the log sides and extend the beam before the sides were added, makes a much more capacious canoe.

But I don't know right now whether this was done in Oceania.

Two such canoes, lashed together with cross beams, makes you something with the deck space and stability of a raft but the ease of propulsion of a canoe. That's the pattern for the greatest voyaging canoes. But there's no need for both canoes to be the same size. If you've lost all your friends working them to death on the first dugout, you can just collect a driftwood log for the second hull and some branches to lash it on, and still go fishing.



Now imagine that you're out in your outrigger canoe but sick of paddling, and you can feel the wind on your back pushing you along slowly. Grab a piece of cloth, hold the top up above your head with your hands and the bottom with your teeth and you speed up. Look carefully at what you are doing and you have the prototype of a crab claw sail. A couple of bamboo poles from round your home, and a bigger sail woven from pandanus leaves and you can scare yourself silly with the speed you can get.

At its simplest, with the bottom of the vee lodged against any convenient point in the hull, and two lines to the top of each pole, the rig is fantastically versatile.

But very quickly, it gets too big to handle.

As the rigs get larger, they need a third spar to haul one edge up into the air, there just isn't the leverage to work with only the two. The third spar becomes a mast. If your canoe has only a single outrigger, and you want to sail upwind or crosswind, somehow the outrigger must be kept on the



upwind side. If the outrigger is on the downwind side and being pressed deep into the water, the drag will turn the canoe to leeward. Ideally, the downrigger should be just kissing the surface to windward, the weight of the whole being taken by the main hull and the crew balancing the sail on the outrigger platform.

Here's a U-tube reference to a single outrigger canoe being "shunted".

<https://www.youtube.com/watch?v=nrB-aRatmOE>

Instead of turning the canoe's head through the wind to change tack, the vee of the sail is taken from what was the bow and brought to what was the stern, and the steering oar carried by the steersman the opposite way.

So the canoe just reverses, the hull being completely symmetrical fore and aft. The outrigger stays always to windward. In this case the basic dug-out hull can be shaped so that it is nearly straight fore and aft on the downwind side, and curved on the upwind. Then it becomes an underwater wing which would provide a significant windward "lift" and almost eliminate leeway.

Here's a modern day video of these craft as they are built and used today in the Marshall Islands.

https://www.youtube.com/watch?v=JHYCdKFOHIA&list=PLFLepodb2KetsrlHy7SbhSC_ISXtj_ypv,



The vee at the bottom of the two spars is onto a special chock at either the bow or stern.

The mast is chocked at the canoe centre, and pivoted to support the weight as the rig is moved from end to end.

In addition, note the ends of the outrigger supports are bent some up, some down, to make the outrigger stay vertical in the water as the outrigger arms bend. This reduces shock as the outrigger hits waves, allowing a lighter, springier support rig overall.

You can also see the very thin, deep section of the asymmetrical "foil" main hull. It is its own deep keel, and the windward performance of these craft is excellent.

If you do go to the above YouTube references and stick with them, you'll see that there are both small canoes that would be owned by one man or one family, and larger canoes that are built as more of a community effort.

A single man, with help from the village expert, could build a canoe for his own use and then, as long as he could sail it, be self sufficient in food by fishing and collecting food "within the lagoon" or close inshore.

The alternative to "shunting" a single outrigger canoe is to add a second outrigger to a single, symmetrical, central canoe, the cross platform being a shallow vee so that only one outrigger hull can touch the water at any time. Then the canoe can be tacked through the wind, with the crew shifting weight to the upwind platform as they tack.

In the Marshall Islands, which are coral atolls, the pattern of settlement would be one community per atoll.

To visit other communities on other atolls a larger canoe, 30 feet long or more, would be needed to carry a crew of 4 to 6 people, preferably two or three of them sailing in company for safety.



For a major voyage to found a new community, one or more double canoes carrying 40 or more people, together with livestock and seed crops, would have to be built.

The huge effort to build a double voyaging canoe would mean involving most or all of the community over a period of years. Or perhaps joining the efforts of several communities if they were in close enough communication.

My guess at the pattern of voyaging would be that population pressure would drive the migration forward every several generations. Arriving at a new site suitable for settlement, a migrating group of a hundred or more would immediately establish farming of the seed crops they brought, and release the livestock to start breeding. They would build individual small canoes to exploit the local fishing, and stay there for several generations until the population grew enough to need and support another "push".

At the core of the community leadership would be canoe builders and navigators, and they would be supported in building some larger canoes to allow trade backwards and potentially to make explorations forward, and to keep the voyaging skills alive in the culture.

Once the migration passed the eastern end of Papua/New Guinea, it's likely that all new discoveries were uninhabited, and beyond Fiji, backwards voyaging would be very limited.

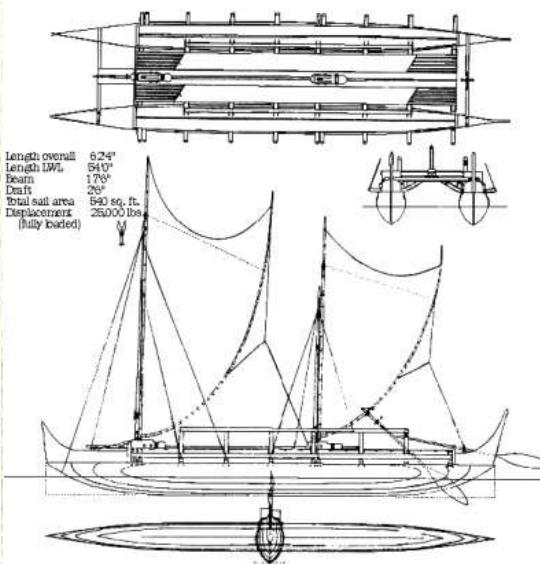
This would account for the DNA of modern Polynesians being all derived from a founding group of some 200 or so people.

A most important recent event in this wonderful old story is the Hokulea. That's a double canoe built in Hawaii in 1976. It's an accurate replica as far as its sailing performance is concerned, although modern materials and tools were used in its construction. From Hokulea's launch till 2017, it has journeyed over the entire Pacific and indeed around the world, using and proving the traditional Polynesian form of navigation and sailing skills.

In 2017 Hokulea returned to Hawaii, probably for good, but she has a number of successors, also successful.

Plans, drawings,

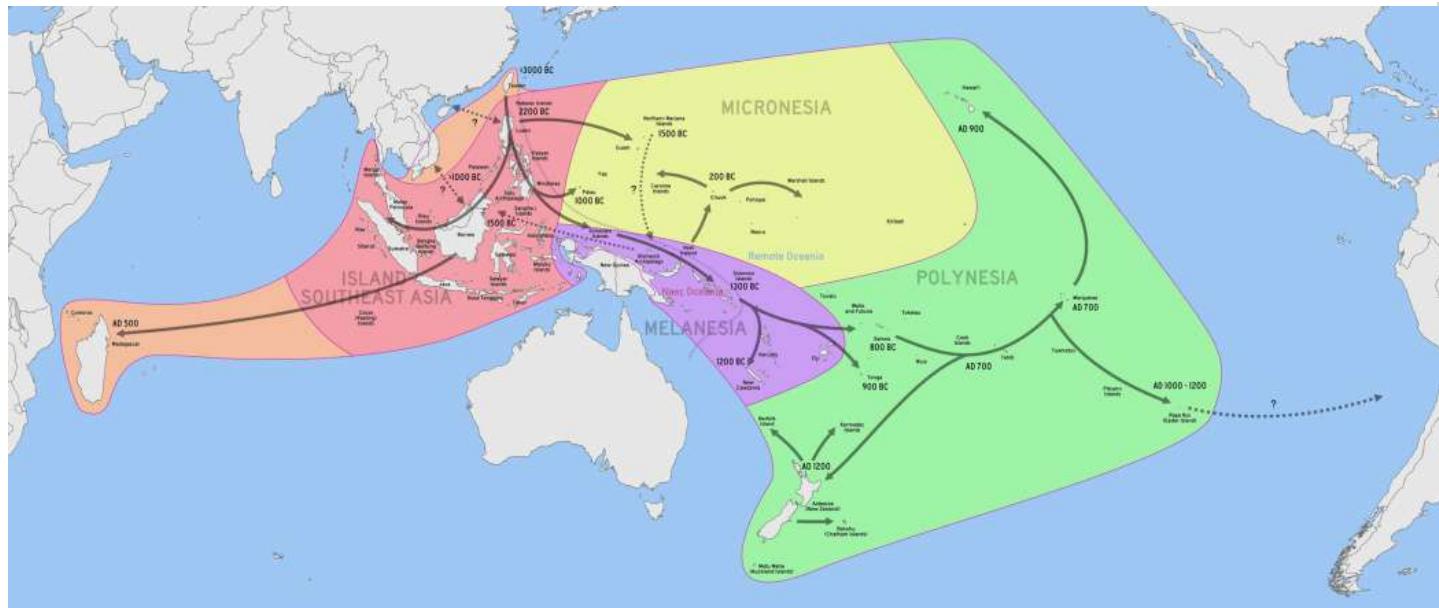




and photographs are widely available for Hokule'a and all other types of outrigger craft, building the dugout that conquered the world's oceans surely must join your other modelling ambitions. And I can promise you that researching the subject is enormous fun.

I'm going to finish this article with one teaser paragraph.

The migration didn't just go east and across the Pacific. Take a look at this migration map. What the hell is Madagascar doing there?!!



A Madagaskan Pirogue.



A Madagascan Dhow.

July 2021

The Binnacle



<https://www.youtube.com/watch?v=rrPpf djNydY>, Meli's canoe.

https://www.youtube.com/watch?v=JHYCdKFOHIA&list=PLFLepodb2KetsrIHy7SbhSC_ISXtj_ypv, Marshall Islands canoes.

<https://www.youtube.com/watch?v=nrB-aRatmOE> Shunting a canoe.

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