



The Binnacle

April 2022

Volume 44 Issue 4

Ken Lockley on Tugs, Ancient and Modern.



Edward White on SALTS

Plus: Rick Gonder , TugFest coming up.
Bev Andrews, Tug kit for sale.
And our President on the coming summer.



From the Bridge

Good Day Everyone,

Before I get into this months message from the President, I would like to say how lucky we are to live in a country where we do not have to fear invasion from another country. I feel for the people of Ukraine and I hope that there is a resolution of that conflict soon.

Well the days are getting longer, the cherry blossoms are blooming, and soon the temps will be warming up; spring has sprung. With that thoughts are turning to getting out to the pond with our winter projects and showing them off on Sunday mornings. I am looking forward to getting back to some semblance of normal, or the new normal in a COVID world.

The Battle of the Atlantic Sunday sail past is our first “soft” gathering and the executive would like to see as many club members out for this one, hopefully the weather will hold. This will be followed by the first of two editions of the Denton Cup the following weekend; Ken Lockley has volunteered to organize, he will require a couple of volunteers to help with the various stations to hand out chips. I myself am looking forward to these club activities starting up again.

We were hoping to have this months meeting in person at the Church but unfortunately it was booked, so we will return to in person meetings in May (depending on COVID restrictions). This months meeting will be via Zoom and the meeting invite will be going out shortly so check your email.

If you do not receive the invite check in your Junk Mail folder as it may end up there.

The meeting is very easy to join, just click on the meeting link in the email and it will connect you. You can join with video and audio, just select these from the menu that is at the top of the screen, you just have to move the cursor to the top and they will appear.

I became comfortable with Zoom and Teams meetings over the last two years at work, so if this old dog can do it, so can you.

See you all at the meeting and hopefully at the Pond.



David

2022 Executive Committee

President: Dave Nelson	812 1942
Vice-Pres: Mike Claxton	479-6367
Secretary: Ron Hillsden	479-5760
Treasurer: Mike Creasy	888-4860
Dir. @ Large: Calvin VanElsakker	477-5830
Binnacle Ed. : Edward White	385-6068
Quartermaster: Vacant	
Membership: Bev Andrews	479-2761

All above area code (250)



General Meeting.
On Zoom again this month. Thurs. 14th. 7:30 pm.



Harrison Model Yacht Pond
Dallas Road. Sundays 9 – 11.



The Langford Lake Navy
Wednesdays 9:30 ish
Langford, Leigh Rd. At Trillium.

Victoria Model Shipbuilding Society

General Meeting

Zoom

March 10 2022

Welcome & Call to order:

- Time 7:35 Mike Claxton in chair
- Number present: 10
- New Members or Guests? New Member Raymond Kretchmar, Qualicum Beach

Reports

- Outreach n/a
- Financial; Break even so far

Old Business

- We dropped membership to \$25 due to Covid. Please pay if you haven't already
- Calvin will be changing sign on box at HMYP

New Business

- Dallas Rd parking. Mike Claxton asked the city why there are traffic cones on Sundays at HMYP. The spaces were reserved as a refuge for the Tally Ho horses during honking protests. City to remove cones on Sundays because we have a permit to use HMYP.!

Donations

- Calvin donated to cost of the lettering to change the sign.

Upcoming Events

- May 1 Battle of Atlantic:* Informal, not much planning required Start at 11:00
- May 8 Denton Cup 1st heat *:Ken L sent rules and map of course to March Binnacle
- Aug? Tugboat * Rick has collected prizes, date probably 2nd weekend in Aug
- Sep 3 Saanich Fair * Jim Cox has volunteered to run it.
- Oct 2 Denton Cup 2nd Heat

Entertainment and Round table

- Exec will decide if the next meeting will be Zoom or in Person (if hall is available) and what is entertainment will be if in person.
- A good discussion about winches, radios and shafts/propellers

Adjournment

- 8:40

VMSBS TUG FEST

The first, and hopefully annual, Tug Fest event is tentatively scheduled for Sunday Aug 21st. The event will start at 10am to allow for set up and any out of town participants to arrive.

The event will consist of (probably) three or four segments. Two segments will consist of a steering course, one with a barge in tow and one without. The same barge will be used by all. Suggest participants ensure they have a solidly mounted tow post or winch. A bridle will be provided. Participants should also practice their docking skills.

Each participant will be eligible for three draws. There will be two \$50 Shavers and Hobbies gift certificates and one 45 minute harbour tour for four persons aboard a working tug. We also have ten \$10 Tim Horton gift certificates and some parts bags from Ron Burchett. Depending on the number of entries, there is also an offer of ten \$10 bills. Everybody will get a prize and all participants names will go into a draw for the three main prizes.

The purpose of the event is to encourage members with Tugs to come out and have fun testing your maneuvering and towing skills. This is designed to be a fun event and every participant will go home with a prize.

Further information, including a call for a few volunteers, will be provided later.

Rick Gonder.

Fabulous Tug Kit for sale. Price wanted \$200 Call Bev Andrews.



SHIPS, BOATS AND MODELS

Ken lockley APRIL 2022



Our world is pretty small these days with the help of the internet, making it possible to see steam tugs used in the Port of Durban, South Africa. A new class of harbour tug came out in 1951, oil burning F.T. Bates in Cape Town and her sister ship A.M. Campbell in Durban. The fact that they were oil burning gave them a much longer range of operations for ocean towing and salvage work, at the same time doing harbour work as well. They still had the long rear deck, like earlier versions that made heavy weather operations difficult. An interesting looking vessel that I would like to see modelled.



To the left is a picture of the steam tug F.T. Bates maneuvering the passenger vessel "Kenya" as she is leaving Durban for a trip back to the UK. Remember back in the 1950's, travel was largely done by ocean going passenger ships.

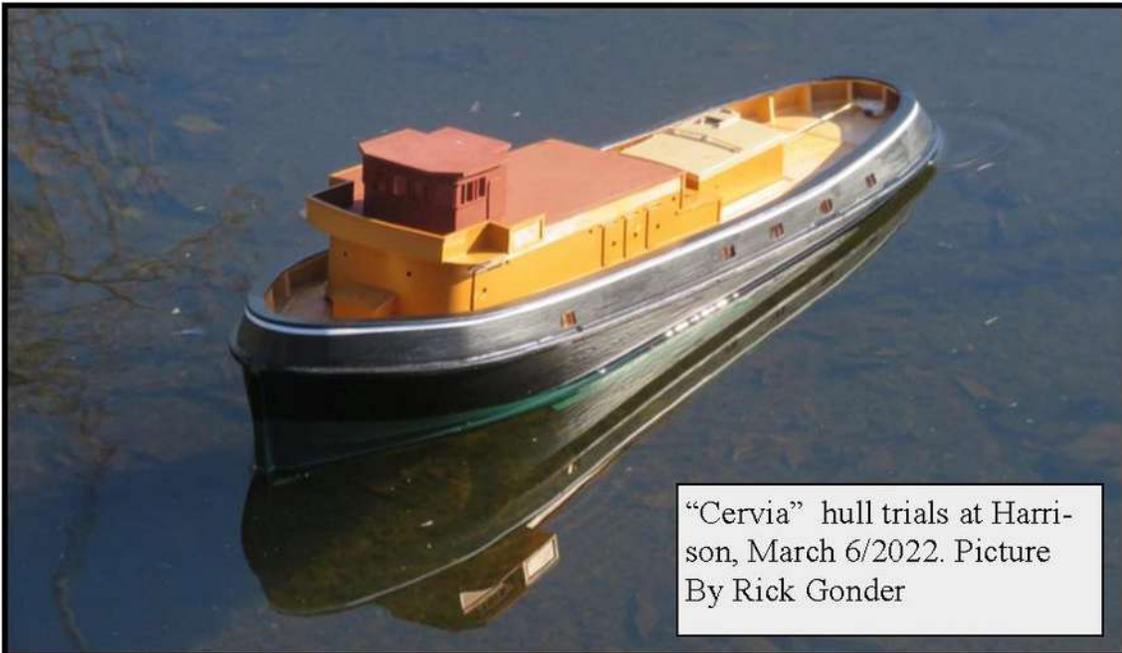


Thirty years later, the steam tugs are gone and have been replaced with more modern “Imonti” built in Japan using Z-peller system. These tugs for specialized vessels developed for berthing freighters. Seen above “Imonti” and Durban built “Shiraz” using Voith-Schneider propulsion system. The vessel below “Mkhuze” is a modern vessel fitted out for use in the Durban harbour.



This month in the workshop

Lots of progress this month and I am really enjoying making the detail that “Cervia” has. It becomes easy to use the boat each Sunday at “Harrison” during the fitting out period. The vessel will be ready for our club events this summer. Once again a handy size, 30 ins. in length and about 10 pounds maximum



“Cervia” hull trials at Harrison, March 6/2022. Picture By Rick Gonder



Picture shows the funnel in the right colors for the company. I used hard balsa for the core and wrapped with very thin styrene.



This shows the wood decking in the stern area. Lots of detail to be added to this scene. More portlights in the roof to come .

I try and introduce something new in the way of technique or new materials on each new build. As you can see, pictures 1 and 2 is a lifeboat cut out of blue compressed foam. Ron Hillsden did this on his *City of Nanaimo* passenger vessel. I was pleased how easy it is to carve with just a utility knife and sand with 80 grit paper, followed up with 180 grit. This carving is now ready for 3-6 coats of a water based paint to fill out the pores in the foam. Then sand again and finish off with whatever colour you want to use. I am staying with the waterbased paints on this one.

Picture #3 - The railings in place and receiving a couple coats of paint. Notice the paint dams made out of scraps of styrene. This system has worked well for me over the last few boats. Once the paint is dry, pull out the bits of styrene and push the railings slowly to set firm on the deck. I use oil based paints for the railings. The deck and cabin sides I have used water based products.

Picture #4 - Lettering made easy by purchasing stick on letters at Island Blueprint Art store. The sheet of letters cost about \$5.00 and you will get several boats out of one sheet. Shown here is quarter inch size, also comes in several other sizes in black or white. Easy to attach to your hull.



The Sail and Life Training Society.

I am a member of the Monterey Recreation Association Woodcrafters Club. Through this last winter we have been receiving pieces of wood, mainly yellow cedar, and purpleheart, that come to us from the scrap pile at SALTS. These are offcuts from work that SALTS has been doing on their ships, and very welcome they are for small projects and woodcarving. Eventually, even I ask, "What is SALTS?". And the answer is, "The Sail and Life Training Society."

It's a registered charity in Canada and the US, based in Victoria, that currently runs two ships, the Pacific Grace, and the Pacific Swift, to take young people acting as the crew aboard the ships to experience the life and teamwork aboard a sailing ship, either on day trips, or on more extended voyages on the B.C. coast to learn about the close relationships and working and living together, as well as having fun. Their wharf and marina is at the bottom of Herald Street.

I have always thought about sail training in terms of the tradition of using it to provide a foundation for seamen. But what comes across from looking at the SALTS website is the value, especially in these days of the pandemic and computers, of putting young people where team activity and close quarters living are essential. May they soon be able to get back to it.

The Society was founded in 1974, based on the ship Robertson II, a Grand Banks fishing schooner originally built in 1940. On arrival at Victoria, she was re-rigged as a three masted staysail schooner and ran for six years until her engine failed in 1980. But the finances were, at best, marginal, and she was put up for sale by auction. To everyone's surprise the winning bidder immediately donated her back to the Society on condition of some changes on the board of directors and the fund-raising structure.





Her slow climb back to glory came in the winter of 1980 with an engine rebuild and repairs to her stern. Over the following four winters a major overhaul was completed that saw her converted back to the original two masted gaff rig, the erection of a new deckhouse and big internal changes. As completed in 1985, she was the mainstay of the Society's work through to 1995 when she was retired. She served as a museum ship in Victoria harbour until 2003, then passed into private hands.

In 1984 a partially completed hull in Chemainus, a Gloucester fishing schooner, was donated to SALTS, and this was completed and launched as the "Spirit of Chemainus" in September 1985. She was rigged as a Brigantine, four square sails on the foremast. She was 92 feet overall, 65 feet on deck, 18 feet beam, and 9 feet 6 inches draught. She replaced Robertson II in SALTS service in 1986 and kept things going for several years until she was sold. Her weakness was capacity, she couldn't generate enough revenue from trainees to pay for the crew needed to run and man her. But she was sooo pretty! And her building convinced Expo86 officials to invite Salts to build her successor, Pacific Swift, at Expo86 in Vancouver.



Pacific Swift was built based on the British Admiralty drawing of the brig Swift of 1778. Swift was built in the middle of the American revolution and can be considered as a fore-runner of the Baltimore Clipper. She was captured by the British in 1779 and taken into the Royal Navy, hence the Admiralty drawings. There is a model of her in the Smithsonian.



Pacific Swift was launched just before Expo 86 closed, on 11th October 1986. Rigged as a single square topsailed schooner she was completed for the 1988 season and has made four offshore voyages between then and 1995 as well as her regular inshore work. She is still in service, 111 feet long overall, 20 feet 6 inches beam, and 10 feet 6 inches draught. With a regular crew of 6, she carries 30 trainees and has on board 3 dories and a zodiac. Her engine is a 160 horsepower 6 cylinder Isuzu diesel. She can make 13.5 knots under sail, but only 6 knots with the engine.

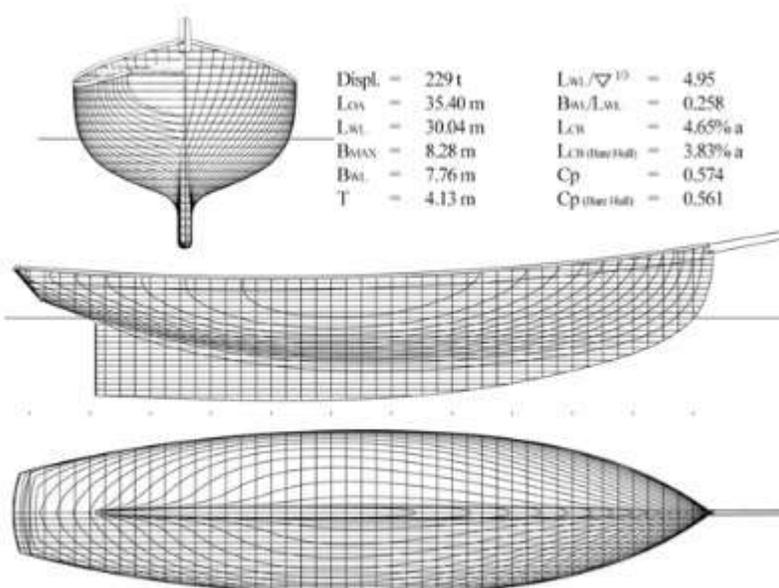
Pacific Grace is designed and built to be Robertson II, but better! The SALTS crew at the SALTS Heritage shipyard took all their experience of restoring and maintaining the original "Robbie" and put it into the build of the Pacific Grace. She is 138 feet long, 115 feet on the hull, 22 feet in beam and 11 feet 6 inches draught. She displaces 175 tons, carries 7 crew and 31 trainees.

She was launched in 1999 and completed in 2001. She cost 2.1 million CDN and is the current flagship of SALTS.



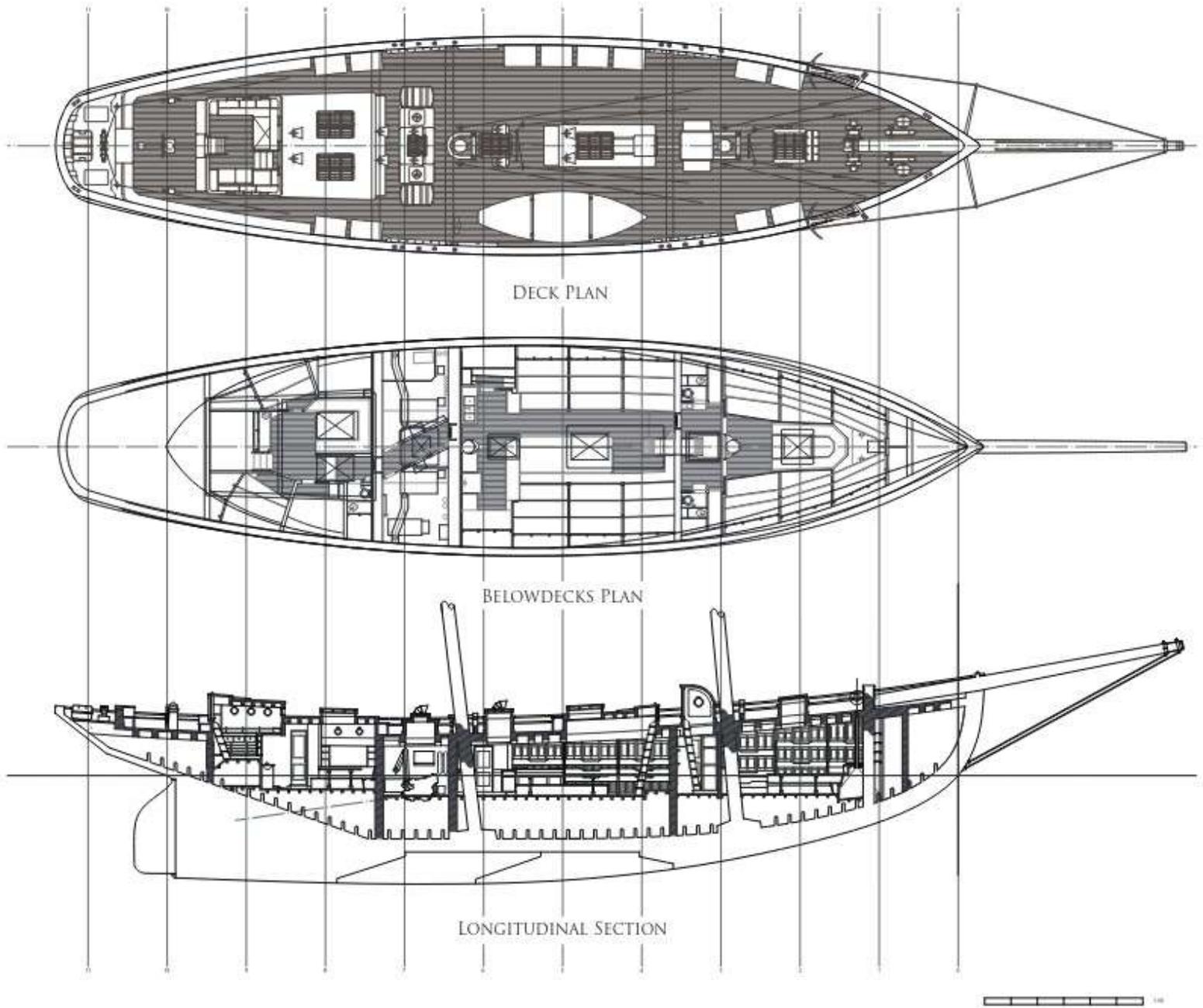


Leonora is SALTS "ship of the future" This picture is a computer generated image. The demand for SALTS training places far outstrips the supply, waiting lists are too long. In addition international regulations now restrict the two existing ships to coastal waters, and the Society would love to be able to offer again the deep sea voyages of the past. So Leonora will be of similar length to Pacific Grace but built in steel instead of wood and with greater beam and much improved stability. Like other ships built by the society, its timing will of course depend on funding.



The SALTS website has a really good paper on the design and engineering of the Leonora that was presented to the Chesapeake Sailing Yacht Symposium in 2013. This a complete delight for the obsessed boat nerd. Here's a couple of drawings from that paper.

Figure 29 – Lines plan of prototype BL065



So there you have it. Right here in Victoria is an organization that has both built and run sailing ships with young people aboard for close to 50 years. Based on the belief that even a short exposure to the demands of tall ships can change a young person's life for better and for ever. Funded by generosity, (and the odd nudge). It's really quite wonderful that we are so privileged to watch these beautiful artefacts come and go in our daily lives. And as modellers, that we have tall ship prototypes that we can easily visit.

This month's favourite website, obviously, is SALTS, at www.salts.ca. There's more than enough there to keep you occupied till next month.