



The Binnacle

August 2022

Volume 44 Issue 8



Mike Woodley



**Ken Lockley on
the US coastguard and geodetic survey vessel
E Lester Jones**

**Edward White:
Part 1 on the Manila Galleons.**





On the Radar!

Our next general meeting will be Thursday August 11th at 7:30.in the usual place (St Peters Church Hall, 3939 St Peters Road off Quadra Street near the Keg). The major business at this meeting is to get us all sorted out for TugFest, and our appearance at the Saanich Fair.

Well the weather sure has been great lately and I hope you all have been taking advantage of it and getting out, and getting some good boating at the pond. Next Sunday is our Tug Fest and we encourage all the members to come out and enjoy the day and the events that are planned. The weather looks great so it should be good. Come out even if you do not have a tugboat and enjoy the camaraderie of the club. Ron Burchett has a good course set up so it should be fun. Details will be discussed at this Thursdays' meeting. We are not sure how many boats will be out so please bring a table for your boat to ensure you have some place to put it. Please let Mike Claxton or myself know if you will be attending the Tug Fest as either a participant or a Volunteer. The Saanich Fair is fast approaching and Jim Cox has been in contact with the organizers and we are set to attend again this year. This event is a good one for us as it gets our club out in the public eye and it is a chance to demonstrate all our wonderful projects. This is the last meeting before the Fair so please check your calendars and perhaps volunteer some time at the Fair, there will be sign up sheets at this Thursday's meeting. As in previous years, Jim has wrist-bands for those attending and hopefully will have them at the meeting. This is a great event and fun is had by all.

I would like to welcome new member Jim Abbott to the club.

See you all this Thursday.
David



Regular General Meetings
2 nd . Thursday, 7:30 pm. St Peter's Anglican Church Hall,
St. Peter's road, Lakehill.
Next meeting 11th. August.



Every Sunday Morning, 9am-ish to 11:30-ish at Harrison Model Yacht Pond, Dallas road.



The Langford Lake Navy.
Wednesday Mornings 9 :30 ish, Leigh Rd. At Tillicum.

Former Director Mike Woodley passed away July

Mike joined VMSS in March 2003 . He was an enthusiastic member and his models invariably had whimsical childrens' figures as crew! That was a reflection of his career as a teacher and his ability to entertain children. His largest model was a Dumas Mr Darby, but he also had some models that were easier to transport .

Mike served as the Director responsible for liaison with the city for 3 years. He tackled that job with enthusiasm and tenacity. He changed our relationship with the city and is responsible for much of the goodwill we enjoy today. One of the things Mike advocated for was higher priority for regular maintenance of Harrison Model Yacht Pond. He also obtained permission for us to build the first work table at the pond (which is in a city park,) a great achievement in the day. Pictured with the first table is Mike(working on his boat), Dave Denton (in green) the club President, and our Quartermaster Bob Rainsford who actually manufactured the table,



Fair winds and Following Seas, Mike.

TUGFEST

August 14 is the Victoria Model Shipbuilders Tug fest At Harrison Model Yacht Pond.
Rick and Corey have come up with some fantastic prizes.

Prizes are:

2 - \$50 gift certificates from BC Hobbies in the Hillside Shopping Centre

10 - \$10 gift cards from Tim Horton's

10 - \$10 cash bills

a Seaspan Raven casting,

and a harbour tour aboard a Victoria Tug and Barge working tugboat!

You could practice anytime at Harrison Pond, but City Parks Dept will be draining Harrison Model Yacht Pond Monday so they can power wash the pond and surrounding areas. It will not be available next week, but it will be clean for our Tug fest next Sunday.

Ron Burchett has extensive experience designing model tugboat events and has included barge towing, team towing and possibly recovery of a derelict.

Our meeting is 7:30 Thursday at St Peters Church hall, please come and enjoy other like minded hobbyists.

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Ron Hillsden
Secretary

SHIPS, BOATS AND MODELS

Ken lockley AUGUST 2022



The vessel above is the E. Lester Jones, an 88 foot survey vessel built for the US Coast Guard and used by the Geodetic Survey in Alaskan waters prior to WW II. E. Lester Jones and sister vessel "Patton" were wood construction using creosoted treated fir timbers. One of the first vessels to employed treated timbers. The design was completed by H. C. Hanson whose designs looked very much like by Ted Geary and Edwin Monk also Seattle Marine architects.

Built at the Astoria Marine Construction Ltd. on the mouth of the Columbia River. Cost of construction at that time was \$22,540.58 . You got a lot of boat for your money in 1940. During the 27 years of service life she carried 3 officers and 12 crew. She came out of service in 1967 and was auctioned off in 1971. Renamed "Summer Wind", more on the next page as a cruising yacht based in Seattle..

“SUMMER WIND” EX. “E. LESTER JONES.”

Both E. Lester Jones and Patton have taken on new lives as privately owned cruising vessels and they have made many trips to back to the Alaskan waters taking paying guest in very luxurious accommodations. Still using the original Twin Bessemer diesels during all these years of operation.



There's many pictures of these two ex survey vessels on the net. The picture above was taken in Victoria harbour before all the Songees development was started, so around 1985 I would guess. I am sure the vessel has been to our Classic Boat Festival held on the “Labour Day Weekends”

The picture to the right is more recent and I would suspect in the Seattle area.

Going back to the design aspects in the 1920-30's, fantail sterns were very popular and it seems especially in the Pacific Northwest. The designer H.C. Hanson had a long 65 year career and was very well respected for his workboat designs.

The Whatcom County Museum states he was responsible for 3000 designs and 18000 vessels built to his drawings. That would represent a lot of war-time construction. “Summer Wind” is certainly a tribute to him.



IN THE WORKSHOP THE MONTH OF AUGUST

I don't have much to show for the last four weeks, but it is Summer!!

I find bulwarks one of the hardest aspects to building a model tug. But I have learned it does get easier after 4-5 times. Especially if you use plywood cut across the grain so it bends so much easier. On this model I created a small bow block which works well and on the stern, a horseshoe shaped block. This gives a good glue surface at each end of the bulwarks. Then it's only necessary to have stanchions spaced out along the deck line with correct elevations to create the right looking sheer line effect. This still took a few hours to get it right.

The bottom picture is a new to me undercoat. It's oil based but is very easy to use and can be thinned down to whatever you are comfortable with. It sands very well and doesn't plug the paper as long as it's dry. Also dries fast, especially this July.



The Manila Galleons. Part 1, Setting the Scene.

In June of this year, an Oregon fisherman and beachcomber called Craig Andes, went with State Parks officials and archaeologists to a beach cave just north of Manzanita, Oregon, and pulled out a piece of timber. It was a piece of a Spanish Galleon! And thereby hangs a massive tale!

A friend of mine sent me the New York Times account of Craig Andes timber in mid July, and I started from the question "What the Hell is a galleon doing there" to lead into this story.



Ocean-water-loaded wax
Near Neahkahnie

A piece of the wax cargo found at Manzanita Beach, Oregon Coast, where an ocean-going vessel laden with a cargo of wax foundered on the nearby rocks. Huge chunks of wax were washed ashore and are now found embedded in the sand.

As far back as 1813, there are records that the Clatsop first nation in that area, had large quantities of beeswax to trade, which they said had come from a shipwreck. Also, among the debris on the beaches, there were shards of chinese style porcelain. The wreck had long since broken up completely, but it became known as the "Beeswax wreck" and Craig Andes had taken a particular interest in it, finding more beeswax and teak timbers over the years. The beeswax had Spanish markings, and bee wings embedded in it have been identified as a species from the Phillipines.

It is now known almost certainly that the wreck was the Santo Christo de Burgos, a Spanish Galleon that went missing on a voyage from Manila in the Phillipines in 1693. That coast was hit by a major Tsunami in 1700, which would have broken up the wreck and dispersed the cargo and debris along the beaches. Such a galleon would have been coming across the Pacific in the easterly trade winds between 30 and 40 degrees north latitude. There must have been a major storm to drive it so far north. Its destination was Acapulco.

To put this into perspective, I need to start on the 4th of March 1394. That day, Phillipa of Lancaster, (the oldest child of John of Gaunt of England, sister of King Henry the fourth of England), gave birth to Henrique of Portugal, her third son by King John I of Portugal.



Henrique grew up to become Prince Henry the Navigator. Under Henry's direction, the Portuguese developed a new type of ship, the Caravel, a small, light, ship with lateen sails, able to sail effectively to windward. They used these caravels to explore the west coast of Africa, and the Atlantic Islands, and discovered the pattern of



the Atlantic Trade Winds. The trade wind pattern meant that larger, square rigged ships could be viable for long distance trade, and the Portuguese built these as “Carracks”. As they progressed southward, Portugal became rich from the slaves and gold they brought back as trade.

These discoveries and the trade resulting from them resulted in a series of Papal edicts (‘Bulls’) that legitimized the right of "Christian" explorers to conquer and enslave newly discovered non-Christian lands and peoples, and eventually assigned a division of the world between Portugal (discoveries to the East) and Spain (discoveries to the West). Their relevance even to the present day is shown by recent attempts by our own Canadian first nations to persuade the current Pope to rescind them. The title to the land you live on arguably rests legally on those edicts.

The next big piece of history that powers this story is the fall of Constantinople on May 29th. 1453 and the foundation of the Ottoman Empire. This effectively cut off the Silk Road land trade routes through to the far east. The Silk Road routes had been active since 130 b.c. and the trade with Asia was reduced to the land and sea corridors across the Indian Ocean and through South East Asia, well populated with pirates and tax collectors all the way. Anyone who could find a sea route to Asia would make the fortune of the nation he served.



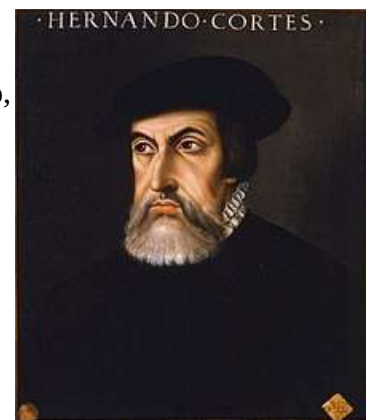
Mehmed enters Constantinople

In 1488 the Portuguese Bartholomeu Dias rounded the Cape of Good Hope and sailed some way north up the African east coast. He reached some 680 km east of the Cape before he was forced to turn back and make for home, which he did in December 1488. Nine years later he helped in the design of the ships that Vasco Da Gama was to take all the way to Calicut, India, and was with Da Gama on the first leg of his voyage as far as the Cape Verde Islands. It was in 1497 that Da Gama reached Calicut, India, and realized the dream of the spice trade.



But in fourteen hundred and ninety two, as you all know, Columbus sailed the ocean blue. (two caravels and a carrack) He thought he was sailing direct to Asia, believing that it was only about 2400 nautical miles from the Canary Islands to Japan. Actually it is more than four times as far (10,000 nautical miles). The Island of Hispaniola, now Haiti and the Dominican Republic, became the starting point for the huge empire of New Spain.

It then took almost thirty years, until Hernan Cortez conquered the Aztec empire in Mexico, for the Spaniards to reach the western shore of North America overland. (they got a little distracted by the gold and silver they found on the way.) The settlement and port at Acapulco were established under Cortez's rule about 1523. Cortez also ordered the establishment of shipyards on Mexico's Pacific coast. The Pacific lay open.



Back in 1480, in Portugal, Ferdinand Magellan was born. He grew up as a page of Queen Eleanor, consort of King John II of Portugal and at 25 years old, joined a fleet of 22 ships sent to install the first Viceroy of Portuguese India. He spent 8 years in the Indian Ocean, took part in several sea battles and in the conquest of Malacca, (250 km north-west of present-day Singapore.) in 1511. A close friend from those years, Francisco Serrao, journeyed on from Malacca to be part of founding a Portuguese base on the Moluccas, the true Spice Islands, the only source of nutmeg and cloves at that time.



But Magellan, heaped with honours and a fortune, returned to Portugal, getting there in 1512 or early 1513. He and Serrao kept up a correspondence so Magellan well knew exactly where the Spice Islands and the Portuguese base were.

He returned to Portugal by 1513, but after seeing service in Morocco, he fell out of favour with the Portuguese court while at the same time becoming obsessed with the idea of getting to the Spice Islands by going west instead of east. After his proposals were repeatedly rejected by King Manuel I he renounced his Portuguese citizenship and took his ideas to the young King of Spain, Charles I. Charles agreed and funded the expedition, sending Magellan with five ships and about 270 men in August 1519.

They found the Straits of Magellan in October 1520, and emerged, two ships short, one lost to storm, one by desertion, into the Pacific ocean in November. Crossing the Pacific took three months and twenty days, making landfall on Guam on the 6th. of March, 1521. They ran very low on both food and water, and 30 men succumbed to scurvy. They sailed on into what are now the Phillipines, recovered some and made some conversions to Christianity, but Magellan himself was killed in a battle on the island of Mactan on the 27th of April 1521. In the end, only one ship, the Victoria, got back to Spain with less than 20 survivors of the expedition, but with 26 tons of cloves and nutmeg from the Moluccas, on the 6th of September 1522. It was to be 58 years before anyone else completed a circumnavigation, Sir Francis Drake in 1580.



The Carrack Victoria

But the account of Magellan's voyage by Antonio Pigafeta was widely circulated in Europe, being taken direct from Pigafeta's notes made on the way. In due course Magellan got the credit he deserved, and young and adventurous Spaniards who were seeking their fortunes in the New World began to see the possibilities of sailing from Mexico to the Phillipines.

It was to take them another 43 years to make that dream come true, but when it did.....!

That's for part 2.

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