

The Binnacle

FINANCIAL POSITION as of
September 30, 2009
See page 7 inside.

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss@shaw.ca
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters



Marine Technology Career Fair '09



Victoria Model Shipbuilding Society

General Meeting – October 8, 2009

Call to order: 7:30 pm (27 members & 1 guest in attendance)

1. Welcome: One guest, Ken Ensor's visiting cousin.
2. Outreach: All is well.
3. Club Finances: Mike Creasy gave a brief verbal report. He explained that at next month's AGM, a detailed report would be presented to the General Membership.
4. Upcoming Events: The last two rounds of the Summer Sailing Series will take place on October 25th on Salt Spring Island and November 8th at Beaver Lake. David Cook explained that next year he would like to have a sailing series for all boats using a handicap system. The AGM is on November 12th. Ken Ensor will be canvassing the membership for volunteers to stand for election for the Executive. Our Christmas Social will take place on December 10th at the Gorge Vale Golf Club. Tickets for members are \$15. Two per member allowed. Cocktails at 5:30pm, dinner at 6:30pm followed by award presentations. Deadline for purchasing tickets is Friday, November 13th.
5. Open Forum: Dave Denton informed us that Len Thomas is downsizing and has donated some books to the library. Len also has two Fletcher Class model battleships for sale. Bill Sturrock is selling the CD's of the naval photo shoot at HYMP. Two dollars for the CD or five dollars to be donated to the club. Jack Plummer is also downsizing and is selling off some of his tools.
6. During Show & Tell Bob Rainsford passed around his home made bow thruster.
7. Adjourn business portion & break
8. Rob Ross had his McKenzie Class Destroyer present. It has 13 servos and takes two radios to operate all the functions including lights, sound, working turrets, 3 rotating radar masts and a smoke generator.

Respectfully Submitted
Scott Munford, Secretary



2009 Executive Committee

President: David Taylor	652-6480
Vice-Pres: Ken Ensor	478-6884
Secretary: Scott Munford	382-1673
Treasurer: Mike Creasy	965-6487
Show Coordinator: B. Andrews	479-2761
Binnacle Editor: Bill Sturrock	479-0239
Quartermaster: Bob Rainsford	383-2256
CRD Liaison: Rob McDonough	598-4619
Parks Liaison: Mike Claxton	479-6367
Sailing Director: David Cook	388-5994
Librarian: Dave Denton	478-1800
Publicity: Rob Ross	592-6866
Director at Large: Barry Fox	294-0350

All above (250) area code



MODEL SHIPYARD

DAVE DENTON

Quality Fibreglas Hulls

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250 478-1800

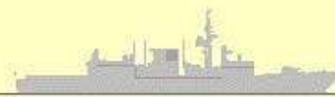
BC Shaver & Hobbies

Garnet Rancier

742 Fort St. Victoria BC V8W 1H2
(250) 383 0051
<http://www.bcshaver.com/>



Ship Kits & Accessories
Radio Control
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ON THE RADAR

INFORMATION ON UPCOMING EVENTS

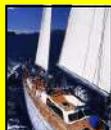
Photo Contest deadline: November 15th
Christmas Social: December 10th!



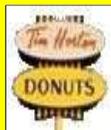
Gorge Vale Golf Club:
5:30 PM no host bar,
dinner 6:30 PM



POWER: Sundays 10 – 12
 Harrison Model Yacht Pond (HYP)
 Dallas Road at Government Street

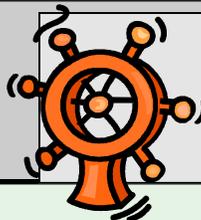


SAILING: 1st and 3rd Sundays 1 – 3 PM
 Beaver Lake
Next is November 15th, 2009



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

January meeting, January 13th.



From the Bridge

Hi Shipmates

Well here we are again at the AGM and the elections for the 2010 Executive Committee Members. I would have liked to say that we have had a great response from the club members in coming forward to be part of the executive but as usual it is a case of the same few working for the club. I shall be stepping down as President this year and would like to thank all those that are or have been part of the executive for their excellent work in the running of the club and the events that we take part in each year. Without their efforts the club could not function as well as it does.



We had a good turn out for the Powell Cup and Denton Cup events held last month at Beaver Lake. The lack of leaves and clean water made a nice change although the windy conditions did cause some problems with water getting into some of the powerboats. The Hot dogs & Hot Chocolate was most welcome, as the day was quite cool. As most of you will know we will be having a Christmas social at the Gorge Golf Club for the December meeting consisting of a full sit-down meal. The tickets will be on sale at the next meeting for the Princely sum of \$15.00 each per member and 1 guest, any further tickets will be at \$30.00 each. If you wish to go but cannot make the meeting let Mike Creasey know as he must inform the golf club on the numbers as soon as possible.

See you all soon pond side
 Thanks, **Dave T**



VMSS MODEL BOAT PHOTOGRAPHY CONTEST

OPEN TO MEMBERS OF ANY MODEL BOAT CLUB

Just a few Rules:

1. Maximum of 3 entries per amateur-photographer/member: **DIGITAL (jpg) only!**
2. Send by email attachment to: vmss@shaw.ca subject line: "PhotoContest Entry"
3. Model ships and related topics only, please. **Limit of 3 entries** per person.
4. **Deadline November 15th, 2009.**
5. Judges decision final; prizes to be announced at a later date in the Binnacle.

NOTE: It is intended that the top 12 BEST entries will be used in our VMSS Calendar for 2010. **Questions:** email to: vmss@shaw.ca

THE SUBSUBJECT

AT THE TIME OF THIS WRITING, I CAN report some progress with the three potential topics mentioned in September's column, but not enough to wrap up us any one of them. Therefore, I'm happy to oblige our honourable and quite dedicated current librarian: the appreciated and deserving **David Denton, Esq.**

A couple of meetings back, he handed me his newest acquisition: Model Submarine Technology – out of “The Modeller's World” series.

“Review this, “ he said compellingly.

“But, but,...but...” I stuttered. “I've done that for your pre- predecessor—the also much appreciated and every bit as dedicated and oh so low-key prominent **Ken Lockley** in November-December 2000 A.D.

Dave didn't hear that. As a result, I'm obliging once again. Here goes.

Model Submarine Technology (My emphasis)
cc.Norbert Brüggem 1993
(In German)

Verlag für Technik
Translated 1996 By Keith Thomas, B.Sc.
Traplet Publications Limited 1996

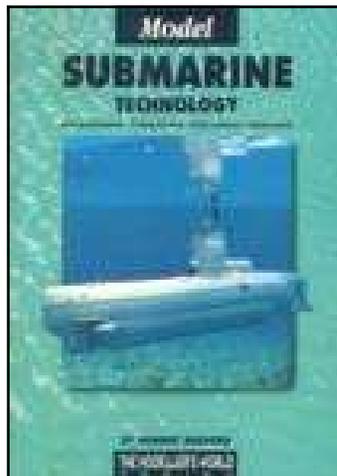
ISBN 1 900371 04 9

Softcover 99 pages + addenda

Original price: C\$34.95

(Addresses for orders on the book's flysheet.)

V.M.S.S. Card #71



Although first published in German back in 1993, MST likely maintains a high to-date station among truly authoritative writings on model sub technology—with the emphasis on technology more so than building the critters. Not unlike me, you see, Good Old Norbert is way keener on enlisting modellers into this specific domain of the hobby than on telling a reader/student just how to pull it off. Meanwhile though, believe me, he has encyclopedic knowledge on how to build model subs. Further, in 1993 terms, he consulted experts and researched a wide range of specific and closely related published material. All that he could dig up. Hats off, Norbert. And glad your work was translated into Anglo but sorry that it took 'till 1996 and also that, by the feel of it (as most always) that some of the work's spirit got lost in the process. So it goes.

The book starts with a capsulized history of mostly unusual way-back-when prototypes, and the writer's remarks on how adaptable some might be to

modelling. Way to go. The next chapter, i.e. “Design”, already gets quite scientific, and calls for one's IQ rheostat to be set on “Maximum”. Mass, buoyancy, mass distribution ... name it and you'll find it. Then to think there were people such as Bauer, Bourne, Bushnell, Holland, van Drebbel and scads of others who knew that stuff plus more, one to five centuries ago. It boggles the mind.

Norbert, of course, wouldn't be his Teutonic self if he's stopped there. Next he deals with Hull Construction, Access and Sealing, Hull Openings, Diving/Ballast tanks (SIX systems, no less) Trim Mechanisms, Trimming (a truly FINE art), Depth Regulators, Safety Devices, Auxiliary Working Systems (Lighting, Periscopes, Snorkels, Manipulators, Working Fins (yes: model salmon, sharks, etc. are built)), and closes off with scant, embarrassed mention of Torpedoes. The way he has it, torps destroy property and kill people, and he isn't into that. To quote from his pp, 92-93:

“...torpedoes serve destructive purposes exclusively and cannot be seen otherwise than as weapons. It is all too easy for children – in particular – to “play about” with such gruesome machines and thereby lose sight of their devastating intent and capability. I don't wish to be associated with that. Bear in mind also that you run the risk of being branded as a belligerent-minded person. I shall therefore not discuss the construction of model torpedoes any further.”

I say “wow!” to that. All my life I've considered submarines as weapons. That's why they were developed and built. So, okay, exploration, research and tourism are cameo roles.

At the end of the 99 pages there follows a Bibliography and an Appendix. The latter deals primarily with wiring diagrams/boards for electronic stuff, e.g. lost pulse detectors (LPD's), depth regulators, automatic pitch controllers and their ilk. If I could grasp some eight to nine per cent of that bizarro, I'd have to get new, much bigger berets, caps and hats. Meanwhile, in the club, I can only think of Tony House and Paul Jordan who will grasp any of it.

To summarize: I recommend this work as a textbook, or reference material – not as light, late-night reading. But, hey, does that Norbert ever know his potatoes.

For next month, I hope to revisit the “Upholder-Victoria” saga with some fantasy but “meat” as well.

Romanus Unicum.





Do you belong??

At some point in the Club's history we had a number of members who must have been member's of the American Model Yacht Association (AMYA) as well. Our club is a recognized affiliate member of AMYA and it would have required at least 3 members of AMYA to get that status.

AMYA prints a quarterly magazine that is very well done as well as offering some other benefits that do apply in Canada.

Now that I have all that out, what I want to find out is if we still have any other AMYA members besides me. If you don't belong but think you might want to, give me a call and we can talk.

-Barry



Christmas is Coming!!!

Mark your calendars (and pull out a bit of cash). The VMSS Christmas bash is Thursday, December 10 at the Gorge Vale Golf Club, featuring a sit-down turkey dinner with dessert, tea & coffee, no-host bar, door prizes, draws, speechifying by the President and other delights.



Tickets are on sale now - \$15 each to Club member and spouse (that's \$30 for two tickets) – and full price of \$30 each to non-members. Please contact **Mike Creasy** by phone at 250-888-4860 or email m_creasy@telus.net or in person at the November 12 meeting.

Special dietary requirements can be accommodated with advance notice – please let me know.

Old Wood & Rusty Iron Armistice Day

by Mike Creasy



Many readers regularly attend one of our country's Remembrance Day events; usually a cold, rain swept morning surrounded by hundreds of others, all doing their bit to say thank-you to the hundreds of thousands who did so much for us.



Armistice Day began in 1919 to mark the end of World War 1, and later became Remembrance Day to – quite rightly – include all the other wars, conflicts and police actions in which Canadians have played a role. One thing we should also remember is that November 11, 1918 was the date on which an **armistice** was signed, as opposed to a peace treaty or surrender. An armistice is a temporary agreement to cease firing while a more permanent peace treaty can be negotiated. By way of comparison, both Germany and Japan agreed to unconditional surrender at the end of the Second World War. Germany on May 7, 1945 at Rheims, France; Japan on August 28, 1945 aboard the battleship **USS MISSOURI** in Tokyo Bay. No temporary armistice in either case and since both surrendered without conditions, Allied governments were free act as they saw fit to secure long term peace. The Marshall Plan sought to return Europe to stability with civilian governments and sound economies, while Japan was largely ignored – a story for another day.

World War 1, however, ended in a thick haze of political infighting and intrigue between the Allies, and a political revolution within Germany which nearly became a full-blown civil war between Social Democrats, Bolsheviks and the ruling monarchists.

American President Woodrow Wilson was dedicated to the concept of world peace through statesmanship and diplomacy, a view not shared by his top General, George “Black Jack” Pershing. Wilson began negotiating an end to the war directly with the new German Chancellor, Prince Maximilian of Baden, leaving the other Allies out of the loop. On Oct 5, 1918, Prince Max cabled President Wilson asking for an immediate armistice, but Wilson did nothing for several days. The Meuse-Argonne campaign, meanwhile, ground on at great cost to both sides.

There was little doubt that the war was nearly done; General Ludendorff (de facto Military Chief under the aging General von Hindenburg) had advised Kaiser Wilhelm on October 2 that the army was on the verge of collapse and the expected Allied offensive could not be stopped.

When the French and British finally heard about the American President's attempt to negotiate on his own terms, they were not impressed. The Allied Armies were all in rough shape after 3 years of staggering casualties – 200,000 Canadians killed or wounded, nearly a million British and 1.7 million French plus many, many others. The Americans were just beginning to take the strain (they had only entered the war in 1917), and Pershing was all for the idea of pushing on to annihilate the rapidly failing Germans, a view shared by many Allied commanders. Despite Pershing's advice President Wilson continued to negotiate with Prince Max, cabling his acceptance of the German offer on October 23. Other Allied leaders were not yet on board with the terms of Wilson's deal, but were not in position to object too strongly. Confusion and conflict reigned within the German hierarchy as well, as various officers and politicians argued for a last brave battle for the Fatherland. On November 3, Navy Commander Admiral Scheer ordered the High Seas Fleet out for a last attempt at death or glory, but the crews wanted no part of it. They mutinied, killing several officers and raising the red flag of the Bolsheviks. On land, the German Army was losing men steadily, both in battle and in a steady stream of weary men sick of the smell of death.

At 5 am on November 11, 1918, an armistice was finally signed, to be effective 6 hours later at 11

(Continued on page 7)





(Continued from page 6)

am (Paris time). The terms were harsh, calling for Germany to pull out of all occupied territories, and to “demilitarize”. German Armies were to withdraw immediately, leaving their weapons behind. The mighty High Seas Fleet and all submarines and modern destroyers were to be delivered to the Allies as soon as possible for internment, with only a caretaker crew left aboard.



More importantly, an armistice meant that blockades of German ports would continue at least until the details of a peace treaty could be negotiated. This was a cruel blow to a starving and demoralized nation, but some felt it would be necessary to prevent the German Armies from taking up the fight once again.

The Treaty of Versailles was finally signed on June 23, 1919. The vengeful tone of the Allies – particularly French President Clemenceau – caused deep and lasting unhappiness amongst the German populace. In a final display of outrage at the perceived offense to German honour, the entire German High Seas Fleet, interned (not surrendered) at Scapa Flow since war’s end, scuttled itself just before the Treaty was signed. This action allowed a tenuous mythology to grow around the idea that the German fleet had not been defeated in battle, a concept that would reappear in the second war with the scuttling of the pocket battleship **GRAF SPEE**.

Others foresaw that a punitive approach to peace would only give rise to renewed conflict – their wisdom was to be proven a few years later by a small man with a big mouth and a good understanding of human nature. His name was Adolf Hitler.

The list of names to remember becomes longer every year as the battles and wars continue. Maybe the first name was the right one – Armistice Day – a temporary peace for just one day a year.

- 30 -

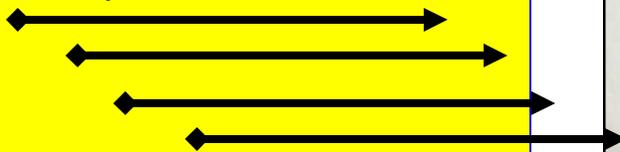
Bibliography

- The First World War An Illustrated History, A. J. P. Taylor, Penguin Books, 1963
- World War 1, S. L. A. Marshall, American Heritage Books, 1964
- Germany’s High Seas Fleet in the World War, Adm. Reinhardt Scheer, War Times Journal, 1920

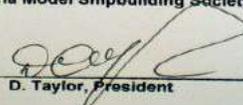
FINANCIAL MATTERS: LISTEN UP!

1. See Mike C for party tickets- \$15per
2. Calendar prepay: \$15 to Bill S.
3. Club dues: in January \$35 to Mike C.

NOW THE REALLY GOOD NEWS....
See the adjacent Financial Position...



WE ARE IN PRETTY GOOD SHAPE!

Victoria Model Shipbuilding Society	
Financial Position	
As of 30 September 2009	
	30 Sep 09
ASSETS	
Current Assets	
Chequing/Savings	
Term Deposit - GIC	5,348.82
VMSS Chequing	3,296.91
Total Chequing/Savings	<u>8,645.73</u>
Total Current Assets	<u>8,645.73</u>
TOTAL ASSETS	<u>8,645.73</u>
LIABILITIES & EQUITY	
Equity	
Opening Bal Equity	7,754.94
Retained Earnings	1,040.85
Net Income	-150.06
Total Equity	<u>8,645.73</u>
TOTAL LIABILITIES & EQUITY	<u>8,645.73</u>
I certify this to be an accurate representation of the Victoria Model Shipbuilding Society's financial position on September 30, 2009.	
 _____ M. Creasy, Treasurer	
This unaudited report was reviewed and accepted by the Executive Committee of the Victoria Model Shipbuilding Society, October 29,	
 _____ D. Taylor, President	

VMSS Website Facelift

How many of you who have looked at the VMSS website have thought it could use a bit of a facelift? What should the website accomplish and how should it look? To answer these questions, there are 2 more questions that need answering first. Who is willing to do the work and how much money is the Club willing to spend?

The first answer is **Steve Meredith**, a newcomer this year to VMSS and who was an avid 'big boat' sailor and is also a keen International One Metre (IOM) sailor. Steve is in the process of completing a 'Sweat Equity' boat built by **Lawrie Neish**. Steve also own and races his flashy new 'Victory' IOM built by highly-respected Kiwi IOM builder Carl Weatherhill. As well as being a semi-regular at Beaver Lake on Sundays, Steve participated in this year's IOM Canadian National Championships and managed to make it into A Fleet several times. This was no easy feat for a newcomer to the hobby, let alone someone who had only radio-sailed a few times before the event. Well done Steve for your courage and performance!

The short answer to the second question is yes, your Executive Committee (EC) supports the idea and approved a maximum of \$100 to obtain a domain name and find a sever to host the website. EC members **David Cook** and **Barry Fox** are researching what features we need, what's out there and how much do they cost? Stay tuned on our progress.

The EC reviewed and approved a list of goals that the website should achieve which are as follows:

- keep the programming simple using common software to allow many different people to maintain it
- provide the event location and organizer's contact info (email/phone if agreed)
- make key words to allow potential members to find our website by searching words such as 'model boat building Victoria, BC', model shipbuilding, model sailboat, International One Metre, IOM, model tug boats, model battleships, model boats Beaver Lake, duck pond, Harrison pond, Dallas Rd, etc.
- clean of advertising unless approved by Exec Comm
- provide results and summary of past events
- provide upcoming events info (the who, what, why, where, when and how)
- provide a showcase for photos of members' boats
- be regularly updated to keep it interesting and worth looking at by current members and potential new ones
- info about how to buy a kit or finished boat if person doesn't want to build their own
- for sale or wanted section for members to sell or find boats or parts
- links to other related sites located in logical sub pages
- allow members to pre-register or inform event organizers that they will not or maybe attend upcoming events
- have a slideshow on home page showing a variety of photos to pique interest
- have a counter to see usage
- frequently asked questions
- include VMSS own email addresses to make volunteer turnovers easier
- short and sweet domain address such as VMSS.ca

One issue that needs to be decided is should the website have a forum or not. There are pros and cons to each side of the debate and please feel free to share your opinion and reasoning. If so, please contact David Cook at email: captcook@telus.net

-
Cheers
David Cook



☺ ☺ ☺ ☺ **IMPORTANT DATES** ☺ ☺ ☺ ☺

Annual General Meeting: November 12th

Photo Contest deadline: November 15th

Christmas Social: December 10th!

Marine Industry Career Fair – November 4th & 5th

The West Coast Shipbuilding and Repair Forum and the South Island Partnership and Resource Training Organization hosted a Career Fair at CFB Esquimalt in the Naden Drill Shed Building attended by approximately 900 Grade 10 Students from the south half of the Island. It provided an opportunity to expose the students to a number of marine and industry related companies for possibly future employment. Representatives from the Coast Guard, Ramsay Machine Shop, Boiler Makers Union, Camosun College, BCIT, Pacific Pilotage, and Navy Reserve were just some of the participants. Our Club was invited by **Ron Burchett** who is a member of the WCS &RF to bring out a few boats to showcase them in his pond to the students.

We were represented by a number of members including **Bill Andrews, Dave Denton, Mike Creasy, Mike Woodley, Dave Nelson, Rob Ross, Craig Patterson, Doug and Rosemary Allen and Mike Claxton**. We assisted Ron in the assembly and taking down of his pond (works well with the extra help). A few from up island included **Gord Milne and John Pineau** from Nanaimo and **Glen and Sue Newmeyer (Winner 2009 Foss Cup)** from Chemainus. It was an educational two days both for the students and those that hosted the show.

There was lots of interest shown from the students especially when the boats were being run. This was a great opportunity to expose the Club to others and should be considered again if a future Fair is held.

Mike Claxton



VMSS Sailing Update

First of all, I must apologize for taking so long to write my first article for the **Binnacle**. My personal focus has been in promoting the Sailing side of VMSS, and in particular, the International One Metre (IOM). For those of you who are not on my email distribution list who would like to be informed when we're going sailing next, please let me know by either phone at 388-5994 or email at captcook@telus.net

As I was reminded so subtly at the last general meeting, there are many VMSS members who have other radio-controlled (RC) sailboats other than the IOM. There are several members with Victoria Class boats, Reno Class, E12, Star, traditional schooners and rumour has it, **Ken Lockley** has built or provided kits for dozens of Reno Class boats.

To promote RC sailing at VMSS myself and several of other EC members are committed to organize events that any sailboat can partake in. Some people feel a bit uncomfortable at how competitive the Sunday sailing at Beaver Lake has become. To address this valid concern, next year we will be adopting a handicap system that gives boats and/or skipper who need a little performance push to start earlier than those faster 'hotshots'. In a nutshell, everyone starts at the same time and as people improve their skills, they get 'promoted' and have to start a little later. In theory, this will promote those who want to improve, equalize different classes of boats and make the finishes closer. Getting more boats on the water and more people enjoying RC sailing can only be a win/win situation.

To further promote RC sailing within VMSS, the EC has approved a Club Championship Regatta which will be held on Sunday, November, 22. This event is open to any boat that has a rubber bumper on its bow. Next year the plan is to expand this event into 2 days making it bigger and better.

To ensure we don't lose sight of promoting sailing within the club for club member regardless of what type and size of sailboat you have, we will also be hosting a 6-event Club Series Championship Series using the above handicap system running throughout the year. Stay tuned for dates and the finalized format.

I hope to see more VMSS sailors show up at Beaver Lake on either the 1st or 3rd Sunday of each month starting at 1230 or whenever you feel like getting there. Some of the real keeners like **Barry Fox, Peter Crowe, Robb McDonough, Jan Schmidt** or myself can be talked into going sailing any and every Sunday. Let me know what best suits your pleasure and time availability.

Cheers,

David Cook





Photos by David Cook



Watch What You Ask For

I read another club's newsletter just recently and one of the articles caught my attention.

In that article the author states that he found an online source that advertised a Spektrum radio for \$29.95. He then wondered out loud how that could be.

The confusion for him is that it wasn't for a Spektrum radio but rather for a 2.4 GHz spread spectrum (that's with the "c", not with the "k") radio.

So what is in place is a confusion about brand name versus technology. Spektrum (the one with the "k") were certainly the first to bring the technology to market but many (all?) of the mainstream radio manufacturers now have 2.4 radios utilizing one of a couple of spread spectrum (with the "c") technologies.

It reminds me of how certain brand names are forever tied to a product offered by many. How many people will tell you that they have (or have used) a Skidoo? Then someone will ask them what kind and they will say that it was a Kawasaki, or Arctic Cat or some other make. Of course they are talking about snowmobiles and Skidoo was the first to make that product into a real commercial consumer product so they have their name tied to the technology.

The same applies to Spektrum but nearly every radio brand has 2.4 radios now. If you ask me if I use a Spektrum radio you will get a small scowl and then you will hear my opinion of Spektrum radios. But Futaba, JR, Airtronics and even Hitec now, all have 2.4 radios available in a variety of models.

I think Spektrum probably still enjoys a good slice of the market share but there are other options and some of them have superior features, in my opinion.

The real inexpensive ones look to be fully functional from the reports you can read online but they have a few deficiencies around the programming functions so ease of use is maybe not quite up to expectations.

-Barry



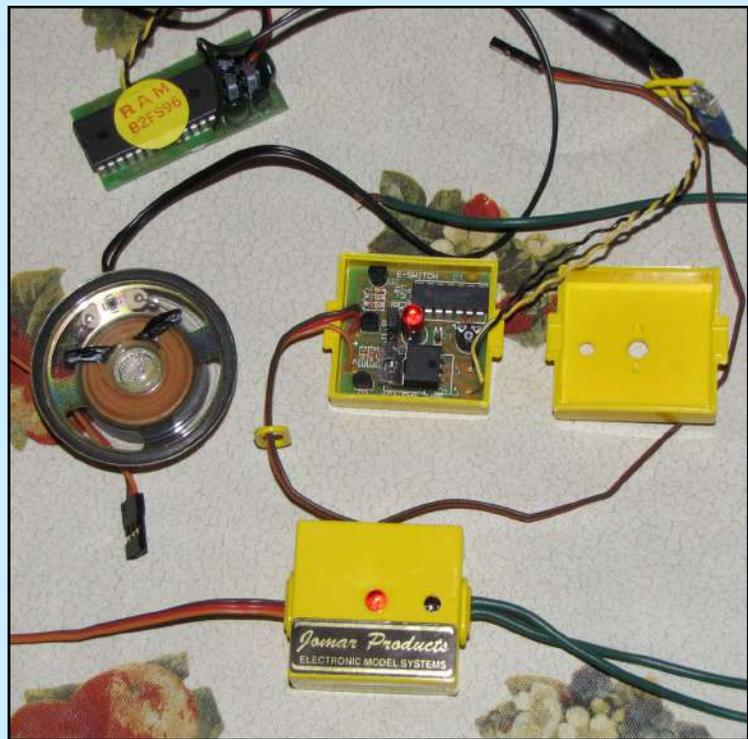
Shelbourne Shipyard

This past month saw little work on the Happy Hunter with the in-laws visiting. But soon after they were on their way to the airport, I dragged out my materials again. I started to put together my 12-volts systems. My first job was to connect my foghorn to the electronic switch. After testing the connections, I started to solder the wires on. Now comes the valuable part of this lesson, READ ALL INSTRUCTIONS THOROUGHLY before doing anything. I admit I just skimmed the sheet and then proceeded to solder away. Nothing seemed to work the way it was supposed to. I blamed the switch and thought I try the 2nd switch. I actually read the instructions this time and learned of my mistake. I had attached the wires directly to the switch, not to the proper connections under the circuit board. It took me quite awhile to figure this out. The second attempt went perfect. The horn works when it's supposed to. I then tried using the windshield washer pump on the first switch. I couldn't figure out why no matter how the wires were hooked up, it was constantly running. I concluded that the heat from the soldering gun most likely fried the switch leaving me with nothing but an open circuit. I quickly ordered a new switch, which arrived yesterday. This attempt was done in record time and works like a charm. There's a feeling of pride when you flip a switch on your radio and something actually works.

I actually pulled the HMS Exeter off the shelf as well and began re-painting her superstructure. Had to have something to do until my switch arrived. Trying to find what I think is the correct shade of grey is proving to be a chore. I purchased a can of Aluminium colour. I know that's not correct but I was hoping with the dark grey it already is, it might take some of the shine of it. To be safe, I only painted one turret as a test. It was rather extremely shiny even with the darker undercoat. On a sunny day at the pond, nobody would be able to look directly at it without welder's goggles. My next purchase was called Light Grey. Looked promising on the can but again, I applied it to one turret only and it looks more off-white than grey. So my search continues.

Until next issue.

Scott Munford
Yard Master



Nautical Trivia



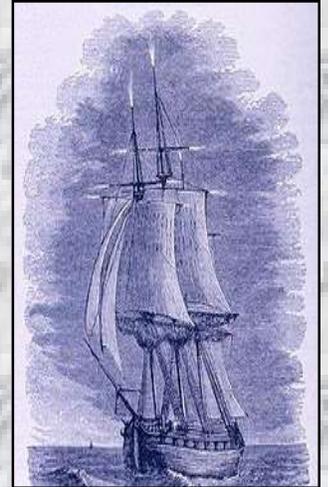
Dave Taylor

Sail Burton

The purchase that extends from the heads of the topmast to the deck in square-rigged ships and is used for hoisting sails aloft when it is required to bend them on to the yards. These sails are far too heavy, and the distance they have to be hoisted far too great, for them to be manhandled up the mast.

St Elmo's fire

The brush-like electric discharge which, under certain atmospheric conditions, takes place at the masthead and yardarms of a ship. It is known by over 50 different names. It is also occasionally seen on aircraft flying among thunderclouds and sometimes on prominent points like church spires ashore.



Scarf or Scarph

The joining of two timbers by bevelling off the edge so that the same thickness is maintained throughout the length of the joint. In the construction of a wooden ship the stem and sternpost are scarfed to the keel. A scarf that embodies a step in the middle of the joint, so preventing the two parts from drawing apart, is called a lock scarf. It is a joint of great antiquity, having been used by the Egyptian and Phoenician shipbuilders.

Sheepshank

A hitch made in a rope temporarily to shorten it. It consists of two long bights in the rope and a half hitch over the end of each bight made in the standing part of the rope. A knotted sheepshank is formed by passing the two ends of the rope through the eye of the bights.



Sheer Strake

The top strake or plank of a wooden vessel next below the gunwale. It runs from stem to stern level with the upper deck of the vessel.

Soldier's Wind

A name given to the wind when it blows on the beam of a vessel under sail and therefore calls for no tacking or trimming of the sails. It is one that will take the vessel there and back again without requiring which nautical ability.

Stayband

A metal ring fitted near the top of a mast, with projecting lugs, to which are secured the shrouds and stays supporting the mast. It is the modern equivalent of the hounds, which used to provide the support on which the top of the shrouds rested.

