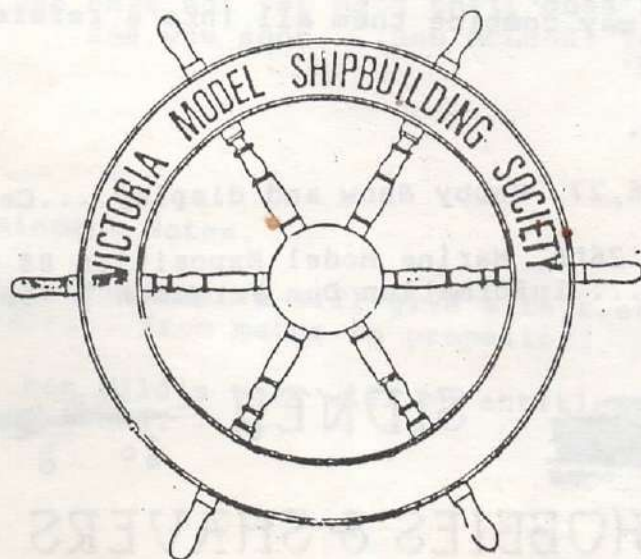


THE BINNACLE

FEBRUARY 1988



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Vice President.
Secretary.
Treasurer.
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Director.(Newsletter)
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478 5430 .
656-9908.
478-5380.
479-3928.
652-0305.
479-2533.
382-0355.
385-4507.
479-3989.

NOTICES.

Don't forget those application forms if you haven't turned them in yet.

We are going to try and arrange a "Radio swap with the local Aircraft club for those who are using 72Mhz frequencies which will no longer be legal after April 1st 1988.

How are those Hints and Tips I asked for last month coming along?

I will publish all the ones I get and thereby help to make your newsletter more interesting, and, who knows, if we get enough we may combine them all into a reference booklet for future use.

COMING EVENTS.

February 25,26,27, Hobby Show and display....Canwest Mall.

March 19th to 26th, Marine Model Exposition 88 Country Club Mall, Nanaimo....Information Don Ferguson 1-758-9871.



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Treasurer's Report.

Hopefully I will have a report each month in the Binnacle on the financial situation of the club. This will not be a complete formal report but a general indication of the happenings in this area which I took over as of Jan 1st 1988.

As of Jan 15th 1988, we have a bank balance of \$1760.70. Since that date we have purchased a water pump as directed by the executive in the amount of \$109.60. Elwood White turned over \$18.00 from the door prize raffle held at the last meeting.

We have fortyeight paid up members. This means that there some who have not yet paid their dues for 1988.

See you soon....Don McLeod. Treasurer.

Entertainment Notes.

February...Fred Haire will give a talk entitled:-
Powertrains...from motor to propeller.

March...Ron Wild's talk will be entitled:-
Ribs and Planks.



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It Pays to check!!!

From one who has not been in the boating game too long, some of us take some things for granted and learn almost the hard way that you can't always get away with it....Case in point:- My boats like most, were laid up for the winter and just recently, I opened up the shipyard to prepare for the coming season. Upon checking the prop on one of them, I found that the shaft wouldn't turn over. With much determination I finally got it out by twisting and pulling. The shaft was badly rusted and corroded, and, herein lies the gist of this perusal...

I had taken for granted that anyone turning out expensive boats would use stainless steel or some other non corrosive material for the shaft. A simple check with a magnet would have told me whether the proper material had been used in the first place.

A quick check on my other boats confirmed that they did indeed make use of the appropriate materials. After thoroughly cleaning the tube out with solvent and air, the next job was to find a new shaft, which wasn't quite as easy as it sounds. I tried all the usual sources such as Capital Iron, Smith Bros., etc., without success. Finally I managed to obtain some stainless steel welding rod from Rogers Welding Supplies and made up some new shafts.

The boat is now ready for the upcoming season (fingers crossed,) and a lesson well learned.

Elwood White.

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Canwest Hobbyshow February 25, 26, 27 1988 Update.

The club will be setting up our ever popular exhibit at the Canwest Mall on Wednesday Feb. 24th, between the hours of twelve noon and 9pm. Feel free to bring your models during these hours, or, if you can't make it on Wednesday, by all means bring them on Thursday morning. We will be installing the pool Wednesday afternoon and helpers are always necessary. Take down will be Sunday morning Feb. 28th at 8.30am. Models can be picked up Saturday afternoon after 4.30pm or on Sunday morning. Please bring your models to this event if at all possible as it is a very popular show and it is always good publicity for the club.

Overnight locked security is available if you require it.

Ron Wild.

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MAGAZINES

Why The Princess Kathleen?

The "Kathleen" was one of my favourite ships during the five years I spent working for the CPR BCCS after the war (1946-1956).

She was built by John Brown and Co. in Scotland in 1925, (the same year I was built). My Godfather, W.E. Oliver was chief engineer on her for many years having brought the ship from Scotland in that capacity.

My first attempt at scratchbuilding has been an experience to say the least. The first problem was to obtain the plans which came from the Glasgow University Archives.

I soon learned that what appears on a ship's profile plan does not mean that she was built that way, and, in the case of the Kathleen, one must be aware of the differences in her pre-war and post-war appearance.

My model is about 46" long, scale is 1/8" to the foot which is, I feel, is all a person can safely handle and transport without help or a truck. She is planked in yellow cedar over 14 frames or bulkheads and has twin screws. One of the major problems in scratchbuilding is figuring out how to maintain access to the rudder servo, motors, batteries etc., with three decks to contend with.

When I first joined the club, I asked a member how to go about planking a hull and was told "Hell, just cut a plank and if it doesn't fit cut another." Looking back I agree with the advice because scratchbuilding to me is a lot of trial and error which results in great joy when it finally fits.

None of this would have been possible without the help and advice of club members too numerous to mention by name.

Finally, this model is not as perfect as I imagined it to be or would like it to be but the pleasure of seeing it grow from what I feared would be an Ugly Duckling to at least a Goose if not a Beautiful Swan, cannot be measured in time or money.

Happy building to all
Jack Lenfesty, ex Freight clerk,
Princess Kathleen.

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"Radio News"...Dave Jones.

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The Mighty Yamato

Originally there were to be five ships in the "Yamato" class. These were the Yamato, Musashi, Shinano, Hull#111, and Hull#797. Yamato's keel was laid in 1937 at Kure Naval yard, Musashi at the the Mitsumushi yard at Nagasaki, Shinano at the Yokosuka Yard outside Yokohama. Hulls 111 and 797 never got off the order books.

These ships were the largest warships ever built by any nation at that time. These monsters displaced almost 72,000 tons fully loaded. The armament was impressive even by today's standards. The main turrets alone had a weight of 2730 tons, each cannon capable of firing a 1 1/2 ton projectile 22 1/2 miles. The main armament consisted of three turrets, two forward, one aft, each with three 18.1 cm cannon each. Additional armament consisted of twelve 6.1in guns in triple turrets, six each side of the main superstructure and twentyfour 5in anti-aircraft guns in six twin turrets located port and starboard of the main superstructure. Near the end of her career, she had ninety eight machine guns in triple mounts dispersed around the ship and concentrated on the superstructure.

Yamato was commissioned nine days after the attack on Pearl Harbour and was already obsolete because Japan had proven that the decisive Naval force was not the battleship but the aircraft. No more would opposing forces slug it out in ship to ship battle; it would be aircraft against ship for almost all of the Pacific war.

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Of the three ships built, only Yamato and Musashi were completed as battleships. Shinano was converted to an aircraft carrier shortly after the battle of Midway and was later sunk before even being commissioned. Musashi was sunk in the Phillipine Sea, taking twenty torpedo hits and at least twenty bombs.

Yamato was sunk while on a Kamikazee mission against Okinawa (The Japanese felt that the Yamato should die fighting rather than being sunk at anchor or surrendered,) on April 7th 1945.

In a battle approximately one hundred miles off the southern coast of Kyushu, Yamato was attacked by more than Six hundred and fifty aircraft from American carriers. Yamato was attacked in three waves and took considerable damage with the coup de grace being seven torpedos which caused extensive flooding and eventually created an uncorrectable list which caused her to turn turtle, explode and sink beneath the waves.

Yamato took twenty two bomb hits and fifteen torpedos the latter of which, ended her career. The battle lasted two and a half hours and virtually destroyed the remainder of the operable Japanese fleet consisting of one battleship, one cruiser, and eight destroyers. Only two destroyers survived somewhat intact and two destroyers were very heavily damaged. Yamato took over three thousand of her crew to their graves with another three hundred and fifty surviving.

Dave Jones.