THE BINNACLE

NOVEMBER 1992

Next Meeting November 12th, 7:30 P.M.
Royal Oak Scout Hall

VICTORIA MODEL SHIPBUILDING SOCIETY
BOX 45083 MAYFAIR POSTAL OUTLET
VICTORIA, B.C.
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COMMITTEE 1992

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DIRECTOR (Librarian)	Del Beckner	477-4994
DIRECTOR (Entertainment)	Ron Wild	478-5430
DIRECTOR (Special Events)	Orval Wilson	479-1366

Upcoming Events:

November 12 V.M.S.S. Annual General Meeting
(Election of new Committee for 1993)

First and Third Sunday each month
V.M.S.S. R.C. Sailing
Elk Lake (South end)

Second & Fourth Sunday each month
V.M.S.S. R.C. Power
Harrison Pond

Ever get your receiver wet and your model starts acting like it has a mind of its own. If this happens, remove the receiver from the boat, take the case off the receiver and blow as much of the water out of the receiver as possible. Small hand air pump such as a turkey baster helps as well. Then spray the electronics and everything well with WD-40. WD-40 displaces water. If you have ever been to a fast electric regatta, you will see these guys with their WD-40 for this specific purpose. Believe me it works.

If your boats starts acting funny and you don't see any water in the hull, the problem may not be water but corrosion which is just as bad. If you disconnect your servo connectors from the receiver you may see that the gold looking contacts are green. You can scrap off the corrosion with a knife or with a fingernail file or sandpaper. Then spray it will a shot of WD-40.

Contrary to what I have seen, I have read in one book that the WD-40 is not good on electronics. If you have any knowledge in this area that you would like to share with the rest of the membership, please drop me a note.

D. Hampton

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NEW MEMBERS: JACK PLUMMER 1512 Davie, Victoria, B.C.
V8R 4W3 592-2021

DAN ROWSELL 203-859 Carrie St., Vic., B.C.
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RAYMOND BETHELL

LIBRARY REPORT

Since the summer months and having our regular meetings at the **HARRISON POND** on Dallas Road, members have not had access to our library at our Club House. However, this will improve in October when our meetings are back to our regular routine. There are quite a few books out as a result of this recess and we ask that they be returned, but if you should need them for a further time, please bring them in and re-loan them again for another two months. Remember the library belongs to all members.

Borrow our books
Read our books
Return our books.

Del Beckner

ANCHORS AWEIGH!

By Ron Wild

How often have you heard the expression "cast out the anchor" or "heave out the anchor"? Since the anchors of even the smallest warships weight about half-a-ton and those of a capital ship as much as nine tons, the above expressions are hardly descriptive. Apart from those of small boats, a ships anchor is not a thing that can be "cast" over the side. The correct expression is to "let go an anchor" or simply "to anchor". In a battleship, when the order to "let go" is given from the bridge, the shipwright, who is a member of the "cable party" on the forecastle, knocks open the jaws of the Blake slip and the cable runs out through the hawse pipe, with a tremendous roar. When, after hearing this, you can no longer think in terms of "cast anchor"!

Anchoring, it its simplest form, consists of bringing the ship to its required position and "letting go" one anchor. The cable is then "veered" or run out, until four or five times more chain is in the water than its depth at that point. As the ship takes up her position under the influence of wind and tide, or both, she will draw the chain along the bottom until it makes a straight line to the anchor. As the anchor is moved along with the ship its blades tilt and dig into the mud or sand and hold. The anchor alone does not hold the ship but its grip on the sea bed combined with the weight and friction of the many fathoms of chain laid out along the bottom do the work. In the days of rope cables, this friction was not available as they weighed very little in the water, and sailing ships were therefore required to carry, relatively, much larger anchors. If some of the cable is "shortened in" the hold of the cable lessened; when still more cable is brought in the ship is said to be "hove short" and there is very little hold; a few more links and the cable is said to be "up and down". Immediately after this the anchor is "broken out" and "weighed" into the hawse pipe. Generally, the cable is washed with high pressure salt water as it is being brought in. Next time, we will explain "mooring" and "berthing".

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