

"THE BINNACLE"

VICTORIA MODEL SHIPBUILDING SOCIETY

1986 EXECUTIVE

President.....*Ron Armstrong*
Secretary.....*Dick Bryant*
Librarian.....*Fred Haire*
Director.....*Jim Holt*
Director.....*Geoff Walton*

Vice President.....*Harry Crosby*
Treasurer.....*Russ Hayden*
Editor.....*Ken Peterson*
Director.....*Gordon Fortner*
Director.....*Rob Woodward*

Welcome mates to 1986, the most portentous year yet in the club's history.

First I wish to thank all those who voted their confidence in me on December 12th.

Second, a salute to Jim Holt, past president, and Dick Bryant, secretary treasurer, for guiding the club to its' present success.

Third, thanks to Heather Walton for typing the "Binnacle" this past year, a free service cheerfully given.

Finally, our biggest upcoming event, EXPO. As your new President, I want to see as much involvement by as many club members as possible. Static and R/C, veteran and neophyte, young and old, this is a show everyone can get behind. Whether it be helping build a barge, giving live-action commentary, or running a vessel through a routine, you have a part to play. Fill in the survey and make EXPO a TOTAL CLUB EFFORT.

Ron Armstrong

EDITORIAL COMMENT

Hi Guys.... uh I guess that should have been "Ahoy Mates". Seeing as how I'm going to have to learn about things nautical (I'm not really sure if I know a Binnacle from a Barnacle) I suppose I've got to learn to sound like an "old tar" but don't be surprised if I have problems losing my prairie farmer dialect. But just ask me about steam in almost any form and I can try to carry on an intelligent conversation.

But first things first, I'd like to take this opportunity to say thanks to all of last years executive for a job well done. And I hope that the club will support this years executive as well. This year should see us floating vessels on our new lake, participating in EXPO, and joining in various other club activities.

Talking about Sand Hill Lake, it does have water in it (at time of printing the upper inch is ice) and in the near future we are going to have to get off our duffs and stabilise the banks or they will sluff in and we'll have Sand Hill Mud Flats. Also we've got to think about docks and such. The Saanich Artifacts Society have been good enough to level the banks but we're going to have to seed grass and "landscape" the area. So lets start planning on that.

EXPO is our biggest commitment for this year, once a month from May til October we need ten intrepid volunteers to hie forth to Vancouver and for one day, show the world our hobby. Our passes and parking places are set aside, we can obtain priority loading on the ferry, what we need now are models and modellers. If you are interested contact a member of the executive by February 1st.

Now a question has come up, what about those members who have no desire to participate in EXPO? Well, we're not going to have a regatta this year so how about a really superior static model show; with prizes, invitational entry, the whole bit. It seems to me that along about October or November it would go over great.

And I'll leave you this month with a bit of Philosophy: *Always listen to the experts, they will tell you what can't be done and why.....that way you know what mistakes not to make when you go ahead and do it.*

 On Board

 A Visit to the Tanu

Your editor was invited aboard the Canadian Fisheries Research Vessel Tanu by Arend Tiel, one of her engineers. So for three hours on a tour that went from stem to stern and bridge to bilge, I thoroughly enjoyed myself. The Tanu was tied up on the pier next to the graving dock after a refit and since she was on shore power we were able to study almost everything below decks.

The Tanu is 172 feet long (for the metric fanatics that is 52.46 meters) so she is a relatively small ship. She has two Fairbanks-Morse eight cylinder two cycle engines (the same engines are used in many diesel-electric locomotives) and a hydraulically reversible prop (the engines are non reversing). Each cylinder has two pistons in opposition. Each engine has 16 pistons and two crankshafts, one above and one below the cylinder bank, but 12 degrees out of synch with each other. The rudder is hydraulically controlled, it does have an auxiliary steering system in the very stern of the ship (the space is about four feet high and directly above the rudder). Primarily it is a hydraulic over-ride system but if the hydraulics break down, there is a plate provided that bolts on to the rudder shaft to allow steering by block and tackle !

Every system on the ship seems to have a duplicate or back-up system. The whole ship appears well maintained and clean. Sadly the only steam power on the ship is a boiler used for heating both the cabins and the hot water system.

Above decks probably the most outstanding feature is the huge A-frame and twin boom arrangement at the stern, this was used in the past for trawling but is largely redundant now, since the vessel is not actively used for fishing. The winches for this system (and all others aboard) are hydraulically driven.

The bridge has two separate radars, a brand new sonar, and about six radios. A large brass wheel stands predominate and one word can describe the whole visit and the ship..... NEAT.

Coming Events

Static Model Show

Mid-Island Modellers of Nanaimo are going to hold a static show and competition with \$2000.00 in prizes. Invitations are being mailed to club members.

Date.....March 1-9, 1986

Place.....Harbour Park Mall, Nanaimo B.C.

Contact.....Don Ferguson...758-9871

Talk and Slide Show

Mr. Robert Turner of the Provincial Museum will give a talk and slide show at the Sidney Elementary School on Henry St., Sidney, B.C. titled Steam On Vancouver Island with particular emphasis on the Saanich area. As co-tenants of the Artifacts site we are listed as one of the sponsors of this event.

Date.....Wed., Feb. 12, 7:30 PM.

Contact.....Ken Peterson...479-3773

EXPO

The Victoria Model Shipbuilding Society is going to have a show at EXPO on six separate occasions this summer. The executive has negotiated passes and parking on site. But models and operators are needed. Since this is a formal show we need time to prepare, May 25th is our first date, so if you want to be there, please let one of the directors know by February 1st.

Date.....Sat., Feb. 1st, 1986

Contact.....Jim Holt ... 478-7338

or any other director.

Ken

REPORTS

CLUB DINER

And a good time was had by all !! Trite but true.
The food was good and the camaraderie was unassailable.
So in the nautical decor of the Brentwood Inn following our banquet, Mr. Bill Barker presided over the elections, which all went smoothly.. until some one let an engineer loose in that roomful of captains... after the dust had settled, the election was held over. Truly a memorable evening.

And the election results;

President.....Ron Armstrong
Vice-president....Harry Crosby
Secretary.....Dick Bryant
Treasurer.....Russ Hayden
Librarian.....Fred Haire
Editor.....Ken Peterson
Directors.....Jim Holt

Gordon Fortner

Geoff Walton

Rob Woodward

Ken

REPORTS

CLUB DINER

And a good time was had by all !! Trite but true.
The food was good and the camaraderie was unassailable.
So in the nautical decor of the Brentwood Inn following
our banquet, Mr. Bill Barker presided over the elections,
which all went smoothly.. until some one let an engineer
loose in that roomful of captains... after the dust had
settled, the election was held over. Truly a memorable
evening.

And the election results;

President.....	Ron Armstrong
Vice-president....	Harry Crosby
Secretary.....	Dick Bryant
Treasurer.....	Russ Hayden
Librarian.....	Fred Haire
Editor.....	Ken Peterson
Directors.....	Jim Holt
	Gordon Fortner
	Geoff Walton
	Rob Woodward

Ken

BILGE WATER

Shore watch, December 12th 9:30 pm, Brentwood Bay Inn; Bill Barker heaving a
sigh of relief that all the elections were done for another year.

Di Shore watch, December 29th 12:30p.m. Elk Lake; Intrepid sail buffs battle
weather (how come they got beat for first sailors on our new lake?).

Shore watch, January 2nd 8:30p.m. Marigold Scout Hall; Ray Tessier and new
member Kent Miller studying locomotive plans (planning on pontoons fellas?).

HELP WANTED

Dick Harwood has a kit for the model of the "Victory" and would appreciate assistance. If you have built this model or one similar, please give him a call at 384-7649

.....

Cynthia Weber is looking for hobbyists to build models of classic sailing ships for her fiance's collection. A fee will be paid for this work (subject to individual negotiation). Her invitation is being extended to all clubs in the Pacific Northwest. Contact her directly at

Cynthia Weber
Box 24
Sayward, B.C.
VOP 1R0
Phone (604) 282-3726

Ken

THE STEAM CHEST *by Ken Peterson*

Steam is simple.... it ain't nothin but water thats been driven mad by the heat. Like most crazy things it can be a bit hard to control, but once you understand some of its basic rules almost anyone can build and operate a simple steam model. So if you are thinking of steam power for your model here are a few general principles that you are going to have to keep in mind.

First of all a steam plant is relatively heavy, you have a boiler full of water, a fuel supply, an engine, some method of make-up for water in the boiler, and the extra controls necessary to operate all this.

Remember that the boiler you are planning on using is a pressure vessel and must be tested to make sure it is safe. The common method of testing a boiler is to fill it full of cold water and gradually increase the pressure until 1 1/2 to 2 times the working pressure of the boiler is reached. This pressure is held for a period of time to check that no leaks develop, at this time the boiler inspector also checks the general condition of the boiler and fittings. Water being incompressible simply sprays for an instant if something breaks, but steam being a gas expands when released from pressure and could result in a nasty situation, perhaps a scalding or an explosion.

Another point that must be kept in mind is the fact that any fuel that can be controlled either automatically or semi-automatically is explosive. So safety precautions must be built into the system. I understand that at a recent regatta a boat was "singed" by an over-flow of alcohol, with proper precautions there is no way that that should happen.

Since the fire that heats your boiler is deep in the hull of your boat you also have to take into account the problem of having adequate ventilation for combustion. Ventillation must also be used to overcome the heat build-up problem that could develop in your hull.

Another consideration is the fact that any steam that escapes from your boiler or engine will probably condense on the inside of your hull, so a little extra water proofing may be needed and perhaps a small bilge pump would be in order.

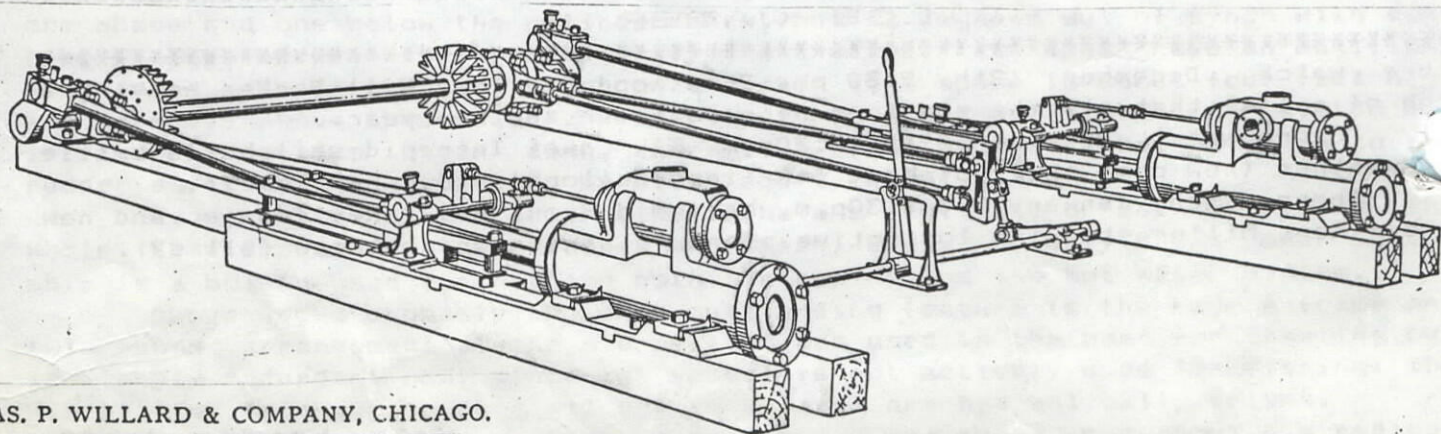
Now to make control easy some of the boiler fittings that are essential are

- (1) a safety valve, which prevents the pressure in your boiler from exceeding a safe level.
- (2) a water guage, which allows you to "read " the amount of water in the boiler (admittedly only useful when you can see into the hull but necessary none the less).
- (3) a pressure guage, not essential perhaps but so handy as to be needed.
- (4) a boiler feed pump, to keep the water at a workable level.
- (5) an easy to control burner to supply heat.

All of this has to be "crammed" into your hull. But don't dispair, steam power is like dynamite, it can be had in small packages and it needn't be dangerous if it is handled correctly.

And just to complete your installation you need a steam engine. More on that next time.....or give me a call and drop over and we'll chat about your plans for steam power,

Ken



CHAS. P. WILLARD & COMPANY, CHICAGO.

This shows a pair of our Stern Wheel Engines on Foundation Timbers, with Wheel Shaft and Spidlers for Paddle Wheel Arms in position.

EXPO INFO

To properly plan the club's Sunday shows at EXPO, the executive must determine the level of interest and equipment availability. After reading the conditions that we must meet, please fill in the survey and return it to any director no later than February 1st, 1986.

Models.....Those operating in the *scripted* show must meet the standards laid down by the executive.

Deadlines.....For models in the *scripted* show, operational by March 15th completed by May 1st

Radio Frequencies.....Must be in the new 75 Mhz range. Participants without such crystals may arrange substitute equipment for the duration of the show.

Practice Commitment.....Operators and commentators of the *scripted* show must be available to rehearse on weekends during April

Sunday Show Dates.....May 25, June 29, July 27, August 31, September 14, and October 12

Costs.....We will attempt to minimize all individual expenses as much as possible.

Please fill in the form below and return it to a director

