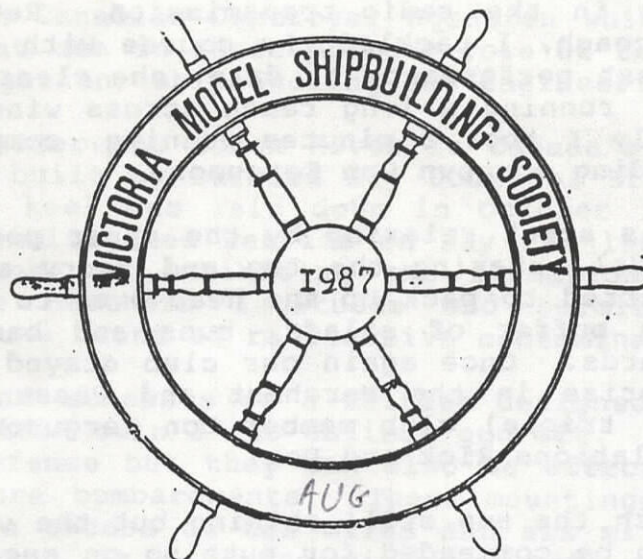


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August 1-2, Saturday & Sunday	V.I.M.E. Efficiency Trials
Sept. 5, 6, 7, Sat. thru Mon.	Saanichton Fair
Sept. 12, Sat.	S.H.A.S. Thrashing Day
Sept. 13, Sun.	Vintage Car Club Picnic 9:00 to 18:00
Sept. 20, Sun.	V.M.S.S. Fallgatta - <i>REGISTRATION 9:00 TO 11:00</i>
Oct. 3, 4 Sat. & Sun.	S.H.A.S., V.I.M.E, possibly V.M.S.S. Guy Guy Fawkes Day & Evening Party

JUNEGATTA

June 28, Vanier Park, Vancouver

Arrived at noon, having wished that I had partaken of more free liquid at the wedding the night before so as to explain my late arrival. The West Coast Model Boat Club had things well organized under a beautiful sunny day. Also VERY windy as well - I could see why their last regatta here in 1985 was blown to a halt.

The action took place on two ponds almost custom designed for model boating. The upper pond used for free running had level space along the grassy shore for spectators. Here I found the rest of our contingent - Rick, Elwood and Ron with Rick's ferry "Queen of Esquimalt". At one end of this pond was the registration tent, concession and frequency board. Down the bank was the pond devoted to the steering course. As at Maygatta, the wind had played havoc with the club's best intentions, completely wrecking a zig-zag canal and re-arranging many other buoys. As at Clearwood, we ended up running the course by judge's direction. One wrinkle WCMBC added to their course was a watch - contestants were timed! Club president explained this was to break any possible ties on obstacle avoidance.

Just after my arrival, the concession gave away a mound of leftover sandwiches (and I had paid for breakfast at Denny's!!). Sometime after the static judging began three unknown judges did the honours. Once my frequency was free I then tackled the steering course, fearing poor little 'Debra Dawn' would be blown right into English Bay. Before that could happen, I got gremlins in the radio transmission. Returning a half hour later with Rick as my coach, I tackled the course with wet hands and a dry mouth. In "D.D's" finest performance to date, she cleared every object for a perfect score! Even running a long reach across wind, she went stright and true. Unfortunately I took 5 minutes running, compared to records of around 3 minutes, including our own Don Ferguson.

The rest of the day was spent relaxing by the upper pond b.s.'ing and now and then running a model, sharing the tug and ferry amongst four of us. About four everyone started to pack up and head over to the nearby Maritime Museum for a sumptuous buffet of salads, buns and barbecued hamburgers. Afterwards came the awards. Once again our club stayed "skunkless" - Rick Chillibeck won first prize in the Merchant and Passenger Ship Category, while double (or is it triple) club member Don Ferguson took the Steering Course Award. Congratulations Rick and Don!

And so it was over, with the sun still shining but the wind had died. Stan and Irene Seline are to be commended for putting on such an enjoyable day. They certainly worked hard - I thought Stan was going to drop as he handed out the awards. I hope next year more of our club can attend.

"CAPTIN"

From the Herald, New Zealand - The Auckland City Council will not prosecute the man whose leg was bitten off by lions while he was in the Auckland zoo at 3:00 a.m. on Saturday. The Mayor said that his losing a leg was probably a greater deterrent than a fine.

From the Arab Times - Motorcross bike, Honda CR250R. Amazingly quick. Five years old but seldom used as owned by chicken.

VINTAGE STEAM SPECTACULAR

A proposal for the three clubs, the Vancouver Island Model Engineers (V.I.M.E.), the Saanich Historical Artifacts Society (S.H.A.S.) and the Victoria Model Ship Society (V.M.S.S.) to co-host on September 15th, 16th and 17th, a VINTAGE STEAM SPETACULAR. This date will coincide with the S.H.A.S. Annual Fall Threshing program and possibly the S.M.S.S. Annual Fallgatta.

Activities that will be co-ordinated with the weekend will include the S.H.A.S. Museum, operating model steam locomotion, operating full size steam exhibits, a whistle blow, operating model ships and many more activities.

SUFFREN - Suffren and Duquesne were the first French purpose-built guided missile destroyers and in their general layout and hull form they are very similar to the British County class, which was designed at about the same time. However, the French stuck to the tested steam turbine rather than adopt the new gas turbine. And they use the Malafon AS guided rocket/torpedo rather than a helicopter to attack distant submarines. The use of steam turbines allows a neat combined mast and funnel, which saves considerable deck space. The high hull is very seaworthy and steady and the sharply curved bow helps the anchor to clear the bow sonar. There is also a VDS sonar aft. The large radome covers the air-search and target-designation radar. Under the aft superstructure there is a magazine containing 48 Masurca medium range SAM's. Although they have a good AA and AS armament their original armament was inadequate to deal with a major surface threat. This was remedied between 1976 and 1979 when the two single 30-mm guns at the forward end of the aft superstructure were replaced by four MM38 Exocet SSMs, though this now leaves them without any short - range AA weapons.

The three Tourville class AS frigates were developed from the Suffren design. Built between 1970 and 1976 they differ mainly by having a hangar and flight deck aft for two Lynx AS helicopters in place of the Masurca SAM launcher. Tourville and Duguay-Trouin originally had a third 100 mm gun above the hangar aft, but De Grasse has an octuple Crotale Navale SAM launcher instead and this is now being refitted to the first two ships.

HMCS YUKON

HMCS Yukon, the third of four Mackenzie class destroyer escort, was designed primarily as an anti-submarine warfare vessel, a role fulfilled until August 1974 when she joined Training Group Pacific. Today, HMCS Yukon along with her sister ships Mackenzie, Saskatchewan and Qu'Appelle comprise the Fourth Canadian Destroyer Squadron which spends in excess of 200 days per year at sea in their primary role of training junior officers in seamanship, navigation, shiphandling and engineering.

HMCS Yukon, named after the Yukon River in Canada's northern territory of the same name, was built by Burrard Dry Dock Co. Ltd. in North Vancouver, Her keel B.C.. Her keel was laid down in October 1959, launched in July 1961 and entered commissioned service on May 25, 1963. Her rounded lines have the dual purpose of inhibiting the formation and buildup of ice encountered in the northern latitudes and permitting easy run-off of prewetting used in the event of radioactive contamination.

HMCS Yukon's armament consists of a British designed twin 3" 70 calibre gun forward and an American twin 3" 50 calibre gun aft. Their primary function is anti-aircraft defence but they can also be effectively used in surface engagements and shore bombardments. These mountings are radar controlled and have a range in excess of ten miles and six miles respectively. For ASW operations, Yukon is equipped with two sets of torpedo tubes, each capable of firing three homing torpedoes in quick succession.

Ship sensors include sophisticated radar systems, for gunnery fire control, navigation, surface and air detection, an advanced sonar system for sub-surface detection and electronic warfare equipment which provides extended range detection, direction finding and signal analysis.

HMCS Yukon has world wide communication capability via long range high frequency radio. She is also fitted with UHF and VHF communications and is able to transmit and receive in voice, teletype and computer data modes. Although technology has improved communications throughout the world, the traditional forms of naval communications such as flashing light, flaghoist and semaphore are still routinely practiced by the ship.

Specifications: length overall - 111.6m (366 ft); draught - 7.2m (23.6 ft); beam - 12.8m (42 ft); displacement - 2540 MT (2800 tons); max. speed - 28.5 knots; cruising speed - 14 knots; range - 4550 nautical miles; propulsion - steam turbines 30,000 shaft horsepower, twin screws & rudders.

Ship's Motto: "ONLY THE FIT SURVIVE" - this very fitting motto was taken from Robert Service's poem "The Law of the Yukon". The last stanza from which this line was taken is:

This is the Law of the Yukon
that only the Strong shall thrive;
That surely the Weak shall perish,
And only the Fit Survive.

Dissolute, damned and despairful,
Crippled and palsied and slain,

This is the Will of the Yukon,-
Lo! how she makes it plain!

Blazon: Gules, a bend wavy or charged with a like benedlet Azure, and over all a Malamute Sled Dog, proper. **Significance:** The Malamute Sled Dog is derived from the Crest in the Arms of the Yukon Territory. The wavy diagonal in blue & gold is a reference to the River Yukon along the borders of which great gold deposits once existed.

TEST CASE - My friend was having her picture taken for her driver's licence. She was told to stand and touch her toes on the line on the floor. However when the examiner look through the camera, no face could be found. Looking over the counter, he saw my friend dutifully bent over at the waist, touching her toes with her hands. (readers digest)

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If your thin, don't eat fast; if your fat, don't eat - fast!

Before you borrow money from a friend, decide which you need more.

THE HAMBURG

German warship design was completely forbidden between 1945 and 1954 and the West German armed forces were not reconstituted until 1956. In the circumstances, it is not surprising that the German warship designers did what their predecessors had done in similar circumstances in the mid 1920s and developed their first new designs from those they had been preparing at the end of the previous war. Thus the Hamburg's flush-deck hull form was developed from one of a group of similar designs that had been prepared towards the end of World War II.

Since the Hamburgs were intended to operate in the Baltic and southern North Sea, the low hull - which would be a considerable handicap in the higher seas that occur with greater frequency in more open waters - was not too much of a hindrance. However, a completely new superstructure was needed to provide room for modern electronics. The result is a very high, boxy appearance, with the main weapons at the ends of the ship.

Warships operating in the Baltic can rely on shore-based aircraft, so these ships do not need a helicopter, but they do require a good AA and AS armament. On the Hamburgs the guns are particularly well arranged to give all-round AA defence. They serve also to protect the ship against hostile light craft. When they were first built the Hamburgs' only defence against similar sized or larger warships was five 533 mm tt, three forward and two aft. This was not totally adequate, nor did it provide long range defence against hostile missile patrol boats. Fitting four Exocet SSMs solved both these problems and so all four ships were modified between 1975 and 1977. The Exocets replaced the aft superimposed 100 mm gun, and the 533 mm tt were removed. At the same time, a new air search radar was fitted and the old 40 mm guns were replaced by a newer version. A new larger bridge was fitted, further increasing the size of the superstructure. Therefore, despite their age the ships are still first-line units.

CLASSIFIED CLASSICS

From the Lancaster-Fairfield, Ohio Advertiser - "Hauling - You holler and

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For-Sale ad in the Rochester, N.Y. Democrat & Chronicle - "Fibreglass boat, two sets of sails & spinnaker, trailer. Must sell, crew pregnant.

In the Columbia, Mo. Tribune: "Free Tasmanian devil. Currently disguised as small puppy. Good watchdog."

From the Weatogue, Conn. Yankee Flyer - "We put up the loot; daughter won't toot. First \$175 takes the flute."

BOBBIE'S HOBBIES - the first exclusive hobby shop to serve the Western Communities, opens August 1, 1987 in the Hatley Park Shopping Centre. Unique in the Capital Region, it will cater foremost to the needs of ship modellers, as distinct from those already supplying model airplane, train and car enthusiasts. Owner-founder Bob Bullough says 'we have sensed a strong desire by the local ship modellers for a store that would be reliable source of high quality kits, plans, fittings and radio control components'.

Indeed Bob has been able to arrange to be an outlet for such well respected firms as Deans Marine, Blue Jacket, Futaba, A.J. Fisher, H & R Products and many others. Experienced ship modellers will recognize what a boon this will be for their hobby. 'We hope to provide the same ready access to the growing selection of marine accessories that aircraft and car modellers take for granted'.

All ship modellers, both present and aspiring are invited to the grand opening on August 1st between 10 a.m. and 5 p.m.. This will provide a preview of the wide selection of model marine hardware in stock. Free coffee and donuts will also be available. For further information call Bob at 478-5016 or Dave Jones at 479-2533.

And again...(from the Times of India) - For the first time in Asia and perhaps in the world, a car rally for the blind will be held in Bombay on October 6th.

For those of you who are planning a holiday this summer - A PRIZE-WINNING STORY OF A CAMPER!!

A rather old-fashioned lady, always quite delicate and elegant in her language, was planning to take a vacation for a week in Florida, so she wrote a particular campground for a reservation. She wanted to make sure their campground was fully equipped, but didn't know quite how to ask about toilet facilities. She just couldn't bring herself to write the word 'toilet' in her letter.

After worrying about it for a while, he showed it to several campers but they couldn't imagine what the lady meant either. So the campground owner came to the conclusion that the lady must be thinking about the location of a local Baptist Church and sat down and wrote the following reply:

Dear Madam, I regret very much the delay in answering your letter, but I now take pleasure in informing you that a B.C. is located nine miles north of the camp and it is capable of seating 250 people at one time. I admit that it is quite a distance away if you are in the habit of going regularly, but no doubt you will be pleased to know that a great number of people take their lunches and make a day of it. They usually arrive early and stay late. The last time my wife and I went was six years ago and it was so crowded that we had to stand up the whole time we were there. It may interest you to know that right now there is a supper planned to raise money to buy more seats. They're going to hold it in the basement of the B.C.. I would like to say that it pains me very much not to go more regularly, but it is surely no lack of desire on my part. As we grow older, it seems to be more of an effort, particularly in cold weather. If you decide to come down to our campground, perhaps I could go sit with you the first time and introduce you to all the other folks. Remember this is a friendly community.

BRIGATINE - The brigantine has two masts, the foremast fully square-rigged and the mainmast with gaff mainsail and staysails. This rig was earlier known as the hermaphrodite brig as the real brig had square top sails on the main topmast but the term soon dropped out of use. The brigantine rigged schoolship "Wilhelm Pieck" was built in 1951 for the training of merchant seaman in Eastern Germany. The Irish "Asgard II" and the New Zealand "Breeze" were built in 1981.



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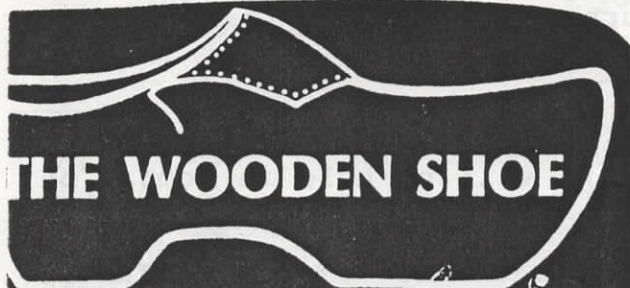
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