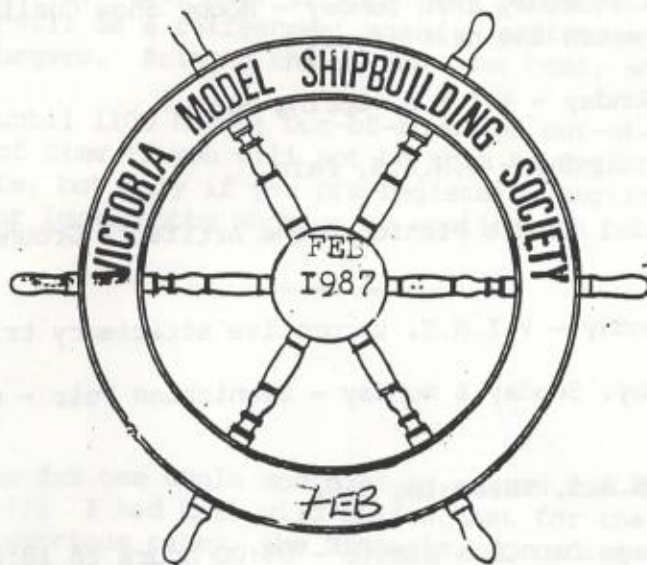


"THE BINNACLE"



President --- Fred Haire
 Secretary --- Dick Bryant
 Librarian --- Ron Wild
 Director ---- Ron Armstrong
 Director ---- Tore Engqvist

Vice President --- Rob Woodward
 Treasurer----- Russ Hayden
 Editor ----- Geoff Walton
 Director ----- Tom Gardner
 Director ----- Elwood White

FEBRUARY 1987

S.H.A.S. - Saanich Historical Artifacts Society

V.I.M.E. - Vancouver Island Model Engineers

V.M.S.S. - Victoria Model Shipbuilding Society

The events we know of at this time are listed here for your information and knowledge. Any and all events, held on the week-ends are of interest to all three clubs. When one club has a special day, the other two clubs will also put on an attraction or at least have something going on as well. By doing this, all visitors or spectators will have more of a variety to look at and therefore will stay longer and enjoy their visit.

V.M.S.S. events to do necessarily have to be an organized event, but can be used as a fun day, practise running our boats, and even having family picnics!

The list of events is not complete as yet, but you will be informed through the Binnacle as soon as new events are confirmed. At each meeting, we will bring forth the events that are to take place in that month.

Feb. 18, Wednesday - Dockyard Tour - leave Esquimalt Plaza at 12:30 hours. (12:30 p.m.)

Feb. 24, Tuesday - Set up pool and display at Canwest Mall - be early as possible, after 17:30 hours (5:30 p.m.); be sure and bring all of your models for display - even uncompleted ones. Static Models as well as R/C Models. Your pictures to put on the display boards, etc.. We also need boats to be operated in the pool. Pool size is 10 feet - 16 feet and approximately 6 - 8 inches deep. We need your knowledge, your muscle power and your enthusiasm.

Feb. 25, Wednesday - To have members man the display from 07:30 hours (7:30 a.m.) to 21:30 hours (9:30 p.m.).

Feb. 26, Thursday - To have members man the display from 07:30 hours (7:30 a.m.) to 21:30 hours (9:30 p.m.).

Feb. 27, Friday - To have members man the display from 07:30 hours (7:30 a.m.) to 21:30 hours (9:30 p.m.).

Feb. 28, - Saturday - To have members man the display from 07:30 hours (7:30 a.m. to 18:00 hours (6:00 p.m.)).

March 1, Sunday - Dismantle display, clean area - take your boats home - 09:00 hours (9:00 a.m.) to 12:00 hours (12 noon).

April 23, 24, 25, 26 - Thursday thru Sunday - Hobby Show Curling Rink - more info on this at a later date - watch the next issue.

May 16, 17, Saturday & Sunday - V.I.M.E. Spring Meet

June 20, 21 - Saturday, Sunday - S.H.A.S. Fair

July (Date unknown) Social Credit Picnic at the Artifacts Grounds - more information at a later date.

Aug. 1, 2, Saturday, Sunday - V.I.M.E. Locomotive efficiency trials.

Sept. 5, 6, 7, - Saturday, Sunday & Monday - Saanichton Fair - more information when known.

Sept. 12, Saturday - S.H.A.S. Thrashing Day.

Sept. 13, Sunday - Vintage Car Club picnic - 09:00 hours to 18:00 hours.

Oct. 3, 4, Saturday & Sunday - S.H.A.S. and V.I.M.E. Guy Fawkes Day and Evening Party. Could be a BOAT illumination night from V.M.S.S.

Dick Bryant, Jack Lenfesty and myself have put in a boat launch platform. Use it and let us know how it works.

Received a letter from President David DeWolfe of Vancouver Model Mariners to advise all of the the formation of this new club.

Good Luck to Vancouver Model Mariners.

The club will host its 3rd Annual Maygatta (Regatta!) on May 17th at Gardiner Park, just off the Trans Canada Highway at Clearbrook. Innovations for this and succeeding years will involve more sailing activity than heretofore.

NOTICE IS SERVED-no vessel which has been:

- First in Class - 3 times, or
- First in Class - twice + 1 Judge's award, or
- Judges' Award - Twice

will be able to compete in static display except to enter for the new Master Builder Award:- 1 only Master Builder Award to be made, regardless of class of vessel.

Other events to be held:-

- Blind Conning event - open to all vessels
- Tugs only, manoeuvring event (done in pairs)
- Salvage Event, open to all vessels
- and of course, the usual steering course and static competition open to all with the above noted provisos.

Details of these events will be promulgated later but well in time ahead of the Maygatta, but we are telling you now so that you will have something to look forward to other than the same tired old steering course and static display.

The purpose of the Master Builder Award is to encourage all modelers to enter fair competition instead of being sure that say, Joe Doakes fireboat SPLASH, for example, which always wins, will shut out all others.

One other note - IF YOU HAVE NOT BUILT THE BOAT YOU SHOW, YOU ARE DSQ FROM STATIC COMPETITION. If you bought Bill Sykes' tug GOTCHA - o.k. sail it, and welcome!

But you will get no joy in the static competition because you didn't earn the job of building the vessel. Fair enough? We think so.

3/

also hope to run a "Marine Flea Market" - a chance to clear your shelves of unwanted but usable gear and perhaps replace it with something else. We would like 10% of your take, please, just to help cover Maygatta expenses.

So - come one, come all to the Maygatta! Rain or shine; the show must go on (gales and hurricanes excepted).. Tell your friends; lay people like to see little boats on the water. There will be a refreshment stand - coffee, soft drinks, probably hot dogs and/or hamburgers. Bring a chair, and your boat, and make a day of it!

REGISTRATION: 0900 until 1100 hours; Out-of-town, or out-of-Province competitors, please advise ahead of time if you will not be able to register before 1100 hours; and we will co-operate, but only if you pre-register. Registration Forms will be available from your local hobby shop or by application to the Secretary.

A POORMAN'S PROJECT

Having been editor now for one whole month, I am amazed and dismayed, that my mail box has remained emty!!! I had this wild notion that for the promise of a few kind words in our illustrious paper, the Binnacle, companies such as Billings or ABL's (UK) Ltd. would jam my mail box with free samples of their marvelous and expensive kits. It would seem 'tis not to be! Therefore I find myself currently engaged in a "poorman's project" which on-goingly, I will share with you.

The empty-pocket blues following Christmas sent me digging into my own collection of plans where I came across a "Topsail Schooner" designed by T.R. Armstrong that could easily be adapted for R.C. steering. The plan I purchased some time ago for the princely sum of FIVE SHILLINGS!

Next was material. As I routinely forage the beaches in pursuit of firewood, it was a simple matter to keep an eye out for suitable wood for my ship. The January gales brought forth lovely pieces of yellow pine and red cedar, that I had only to spend time splitting, planing and sanding. A nice neighbor donated some 1/4" plywood that I used for the keel and the yellow pine did nicely in constructing the hull. Leftover body-filler allowed me to fill the gaps; the cedar made excellent decking; and my daughter donated some black construction paper that gave the impression of caulking between the planks.

So far my monetary expenditures have been .90¢ for a 1/2" brass tube used for holding the mast and \$2.00 for a bottle of glue. The expense certainly doesn't compare to the hours of complete satisfaction I have enjoyed in building this true "FROM SCRATCH" model.

Next month I'll continue as I progress further on my 'poorman's project'.

Geoff Walton

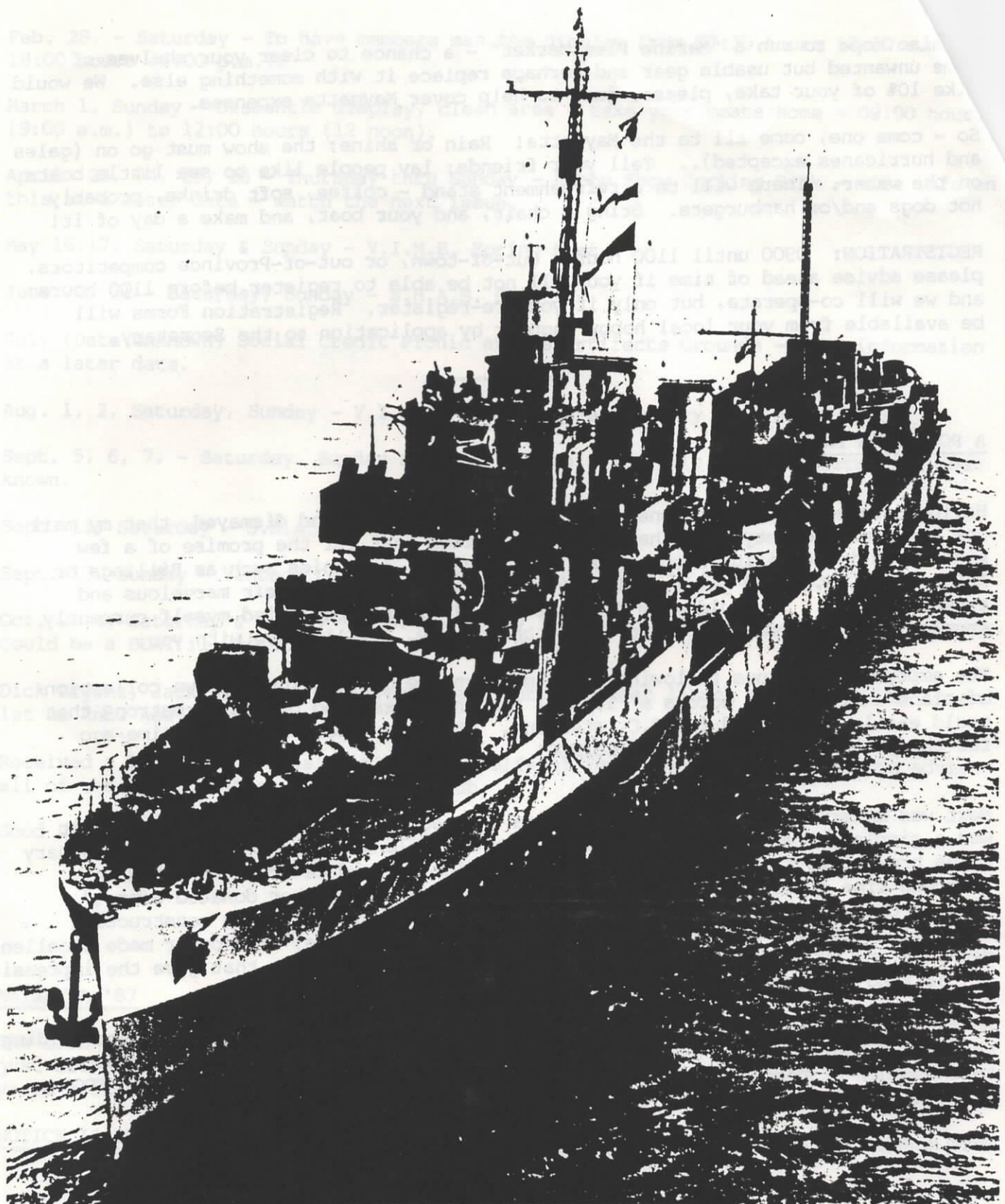
SPECIAL NOTE

For the fellows going on our trip to the NAVAL DOCKYARD on February 18th, we are meeting at 12:30 (noon) at the ESQUIMALT PLAZA - that is next to the Sport Centre in the 1100 block on Esquimalt Road. As we are only allowed four (4) cars down at the dock, please be sure to meet on time.

Library Notes - the club would appreciate any old magazines, books, plans, etc., dealing with our hobby. Remember you may have the exact article or material that somebody is looking for. Further you'll be interested in knowing the library is used and has a good turnover. Currently (a quiet reminder) there are about 5 books overdue. Take advantage of the library - it is there for the membership's use.

Ron Wilde

41



As HMS FORTUNE, she was launched on the Clyde in August 1934 and commissioned on May 8, 1935 for service with the 6th Destroyer Flotilla Home Fleet.

Between then and the fall of 1939, she spent a good deal of her time in the Mediterranean and the Bay of Biscay, on patrol duties occasioned by the Spanish Civil War.

After a refit in London in 1943, she was transferred to RCN and commissioned as Saskatchewan on May 31, 1943. Assigned to Escort Group C-3 as Senior Officer, she

As HMS FORTUNE, she was launched on the Clyde in August 1934 and commissioned on May 8, 1935 for service with the 6th Destroyer Flotilla Home Fleet.

Between then and the fall of 1939, she spent a good deal of her time in the Mediterranean and the Bay of Biscay, on patrol duties occassioned by the Spanish Civil War.

After a refit in London in 1943, she was transferred to RCN and commissioned as Saskatchewan on May 31, 1943. Assigned to Escort Group C-3 as Senior Officer, she spent the succeeding year on the North Atlantic.

5

GLOSSARY

ARTEMON, a small sail set under the bowsprit to aid steering, developed by the Romans. Used until the eighteenth century and known as the sprit-sail, it is not to be confused with a barge's spritsail (q.v.).

CAT-HEAD a beam projecting from the bows of a ship to form a simple crane for hauling up and stowing the anchor (from the Latin Catina).

CUTWATER, an extra piece of timber added to the front of the stem of a ship. Its function was partly protective and partly to increase the effective length of the keel.

DAVIT, the miniature 'cranes' for lowering or hoisting boats into the water from a ship.

HOGGING, a ship whose ends had drooped in relation to the middle of the hull was said to have hogged.

MARLINE SPIKE, a wooden or metal spike used to part the strands of a rope when splicing; also used as an impromptu weapon.

REEF, a sail is reefed when its area is reduced by temporarily gathering a section with ties or reef points. Nowadays sails are often reduced by rolling the sail up on the boom. (q.v.)

SHIP RIGGED, a ship with three or more masts with square sails on all the masts except the lowest sail on the mizzen, which is always either a lateen sail or a gaff sail.

SPRING, a spar is said to be sprung when it is cracked or weakened.

A spring is also a rope leading diagonally aft (or forward) from the bow (or stern) when a ship is moored alongside a quay.

WELL, measuring the depth of water inside a ship was known as sounding the well.

THE TWENTIETH CENTURY
(1897 to 1977)

A further major development in steam power came with the high speed turbine engine, first successfully operated in 1897 in the British torpedo-boat Turbina. The turbine would ultimately replace the reciprocating engine as the principal means of marine propulsion until challenged itself, first by the diesel, and then by nuclear power. Warships underwent other major changes in the 20th century. In the Dreadnought class of battleships (1906) the British first combined the massive throw-weight of an "all-big-gun-ship" with heavy armor protection, immediately rendering all pre-Dreadnoughts obsolete. The battleship reached its ultimate development during World War II in the German Bismark, the American Missouri, and the Japanese Yamato classes. By that time, however, two other developments had further revolutionized naval warfare. One was the submarine, greatly advanced by Germany's U-boats of World War I and perfected in mid-century by American's nuclear submarines such as the Nautilus (1958). The other change came with the aircraft carrier introduced by the United States in 1922 with the Langley and further developed during World War II with the fast carrier task force centered on such as the Lexington and Enterprise. By 1946 the battleship itself had virtually passed into oblivion.

Meanwhile the world's merchant fleets also underwent major changes. The first half of the 20th century was the heyday of the luxury liner. From the majestic Mauretania (1906) to the elegant Queen Mary (1937) these vessels indeed made "getting there" half the fun. But the fastest liner of all, the United States (1952) was shortly rendered obsolete by the introduction of jet air transportation over the North Atlantic. The super-tanker Torrey Canyon (1967) represent the ultimate development of the merchant ship in our era, with its enormous size, complex ownership and leasing arrangements, and most significantly, its ultimate threat to the very seas upon which the world depends for so much.

6/

MEETING HAPPENINGS - JANUARY 8, 1987

A good turnout of the membership enjoyed three lectures by:

Jack Lenfesty who gave a new insight into longboat made from plastic.

Dick Bryant showed us how to make longboats out of paper, very nicely done too.

John Gough who instructed the membership present on constructing brass propellers.

We also had a few new members we would like to welcome to the club. The meeting closed approximately 9:30 p.m..

F O R S A L E

Harry Crosby has white braided rope (1/16" dia. approximately) 15 feet length for 75¢. Phone Harry at 479-8594 or see him at the next meeting.



THE WOODEN SHOE

Dutch groceries, delicatessen
& imported gifts

DELFT BLUE • DROSTE & VERKADE
POTTERY CHOCOLATE
COPPER & BRASS • ROOKVLEES
LACE SHEERS • TEA PURSES
PLUSH & WOVEN • GOUDA & EDAM
TABLE CLOTHS CHEESE
"OLD DUTCH INN" PASTRY & CAKES

HOURS:
MONDAY TO SATURDAY 9:30 - 5:30
FRIDAY NIGHT TIL 9:00
CLOSED SUNDAYS & HOLIDAYS

2576 Quadra Street, Victoria, B.C. - 382-9042



SEE US FOR:

SCALE MODELER
SCALE SHIP MODELER
FINE SCALE MODELER
SEA CLASSIC INTERNATIONAL
MILITARY MODELLING
SCALE MODELS INTERNATIONAL
MODEL BOAT
MARINE MODELLING
RADIO CONTROL MODELER
AND MANY, MANY MORE MODEL
MAGAZINES

WE'RE OPEN 'TIL 9:00 MON-FRI.
'TIL 6:00 ON WEEKENDS

2000 OAK BAY AVE., VICTORIA, B.C. V8R 1E4



Royal Oak Hobbies

ROYAL OAK CENTRE

4454 WEST SAANICH RD., VICTORIA, B.C. V8Z 3E9
TELEPHONE (604) 479-7814

Hours

MON - SAT 9:00 - 5:30

Fri - 9:00 - 7:00

HOBBIES • CRAFTS • TOYS • STATIONERY

Lets welcome "ROYAL OAK HOBBIES" to our advertising page. Remember
lets patronize those who support our club.

7

JOKE OF THE MONTH

A fat man went to his doctor to see if he could do anything about his obesity. He was given pills to be taken every night for two months with a promise of a loss of twenty pounds.

The first night he took the pill and dreamed the most marvellous dream of being on a beautiful island inhabited by the most gorgeous girls all naked (!!) who he proceeded to chase round and round the island. The result was that we weighed a number of ounces less in the morning. This happened every night for two months and the twenty pounds was dutifully lost.

Another man, equally fat, asked him how he had managed to do it. Off he went to the same doctor for the same prescription - but his dreams were of a rocky, barren island on which he was chased every night by horrible creatures, but the result was the same...twenty pounds lose.

He went to the doctor to ask why he suffered such horrible dreams and his friend such pleasant ones. The doctor replied "oh well, you see, he was a private patient".

BLUE FUNNEL FACTS

(Extract from the Liverpool Daily Albion - Feb. 23, 1872)

A RAPID PASSAGE FROM CHINA TO LONDON

The Diomed, one of Holts Line of Steamers trading between Liverpool, London and China has just made the fastest passage on record between Shanghai and London via the Suez Canal.

The Diomed left Shanghai on 27th December, 1871 calling at all the different ports, and reached London on 14th February, 1872, making the passage in forty nine days, including detentions in the Suez Canal. The actual steaming time of the Diomed was 43 days and 12 hours, and the average run was 280 miles each day.

The day previous to reaching London the vessel was signaled off St. Catherine's.

The DIOMED referred to above was the first of five ships to bear the name. She was built by Hawthorne Leslie and made her maiden voyage March 24, 1868. Of 2198 gross tons she was fitted with compound steam re4ciprocating engines and her single screw gave her a speed of 9 knots.

Originally 291 feet long and beam of 35 feet, she was lengthened in 1876 to 327 feet. DIOMED was the first O.S.S.Co. ship to transit the Suez Canal in March 1870. In July 1894, DIOMED was sold to Japan and renamed Genzan Maru. She was wrecked at Nemouro, North Japan October 8, 1903.

BILGEWATER

A certain well known and famous DENTIST in our club had a "dis-masting" experience with his RANGER?????

8/

A SUMMARY OF EXECUTIVE MEETING, January 8/87

A supper for the Mitchell family is proposed for the middle of February. This is to be a joint effort by the Saanich Historical Artifacts Society, the Vancouver Island Model Engineers and the Victoria Model Shipbuilding Society, as a token of thanks for all the help Morris Mitchell has contributed to all three of the clubs. The cost per head may be in the region of \$20.00 yet to be decided, and certainly contingent on the turnout.

An exhibit is proposed in the Canwest Mall for the period of February 25th to 28th. Lets get a good show together.

A tour of the Navy Dockyard and one of their shops is proposed for the 18th of February. A maximum of 30 can be handled.

We must set up a registry of members radio frequencies and licences. You will be canvassed for this.

We are looking into the problem of meeting on a night other than Thursday.

Raffles are proposed to raise funds. Jim Holt is donating two kits to be raffled, one amongst the members, the other one later when we hold a regatta. A sailboat done by Ron Woodward will be raffled also, with ticket sales starting at the Canwest Mall Exhibit.

Elwood White is the I/C of meeting arrangements so if you have anything to contribute to the meeting see him.

Work on fixing up the facilities at Sandhill Lake will be op priority this year. One set of bank staging will be built to see how it will function. The garbage dump is being cleaned up, and part of the lakes banks adjacent to the dump will belowered to provide fill for the hollow there. It may be a bit muddy, but if we can get some staging in, some tables set up, some banks grassed and kept trim, we should have a pretty good private pond for our own use.

Watch-the-Binnacle-for announcements.

TUGS

Whatever her size, the tug can rarely be mistaken for any other type of vessel. She has high bows, a short superstructure set far forward and the funnel (or twin funnels) and mast, close to the wheelhouse. The fixed or spring loaded towing hook is at the after end of the superstructure and, so that the towline does not foul the after-deck fittings, they are protected by transverse, curved steel hoops known as towbeams or strongbacks. Many of the newest motor tugs have twin exhausts incorporated in the maststructure.

The tug's engines need to be very powerful and to increase her manoeuvrability, the controllable pitch propeller and Kort nozzle are now commonly fitted; some tugs have Boith-Schneider units instead of the conventional propellers. Two-speed gear gives greater accuracy of control at low speeds, particularly against strong tides.

Every port has at least one tug, equipped with fire-fighting apparatus which consists of foam and fire monitors working from a platform on mast. American tugs, known as towboats - differ in appearance from normal European vessel, as regulations for crew accommodation require a longer superstructure. Moreover, these tugs usually push and ships about the harbours instead of towing them. Many of the generally handling a string of barges, are built with a flat projecting "buffers" for pushing.

THANK YOU

I would like to thank the members who came to the club with an offer of a typewriter. Thanks to Del Beckner, typewriter to the club.