"THE BINNACLE"

JULY- AUGUST 1986

VICTORIA MODEL SHIPBUILDING SOCIETY
VOLUME 3
ISSUE 8

VICTORIA MODEL SHIPBUILDING SOCIETY
1986 EXECTUIVE

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CALENDAR OF EVENTS 1986

...This list includes the Model Engineers and Artifacts Society events.....

Aug 14	V.M.S.S. monthly meeting, at Sandhill Lake
Aug 17	Air show- Patricia Bay airport, V.I.M.E.-S.H.A.S.
Aug 23-24	V.I.M.E.-S.H.A.S. RUN DAYS
Aug 30-Sept 1	118th ANNUAL SAANICH FALL FAIR
Aug 31	V.M.S.S. EXPO SHOW Vancouver B.C.
Sept 4	V.I.M.E. monthly meeting, Boy Scout Hall, Marigold Ave.
Sept 11	V.M.S.S. monthly meeting, Boy Scout Hall, Marigold Ave.
Sept 14	V.M.S.S. EXPO SHOW Vancouver B.C.
Sept 20-21	V.I.M.E.-S.H.A.S. RUN DAYS

ANNOUNCEMENTS

EXPO EXPO EXPO EXPO EXPO EXPO

Would all persons interested in attending one or all of the last three EXPO dates please call Harry Crosby, telling him which ones they wish to attend.

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The West Coast Model Boat Club is sailing at the PNE again this year. This is a free- sailing event to entertain the public. The hours are from 10 am to 10 pm from Aug 16 til Sept 1. If you would like to participate please call Stann Seline at 261-7584.

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The Valley Model Boat Club and The North American Scale Warship combat Association, will be holding a Regatta on Sept 13 and 14 at the KOA campground in Linden Washington. Contact the editor for more info. if you are interested.

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June 21st & 22nd.

I think this week-end was a great success for out club and also a practice for Expo. I was talking to Maurice Michell, owner of Michell excavating, and he is very pleased with the results of the barge of sand with his firm's name on. He has assured me that we will be getting our logs for lumber pretty soon.

Fred.

EDITORIAL COMMENT

Well the summer heat is here with a vengence, and our lake is dropping in level. Come out to the lake on Thursday evening and have a look, bring your boat if you want to, bring your rubber boots if you feel you should do some maintenance, but mostly bring yourself to the meeting... Thursday, Aug. 14, 1986 at Sandhill lake.

The club maintenance committee would like ideas on the improvements we should make to the lake in the future....and they would like them in writing. So with your indulgance to start things off here are some of my ideas.

#1 When we move the sand out of our main entrance, lets clean it up and make a smmoth, hard ramp there so if someone comes in with a large vessel we can get it to the pond with ease. This will also let people in wheelchairs get close enough to the pond to see our vessels in action. At the same time why not put up a sign stating the name of the pond, the club name, and any rules we feel should be made clear.

#2 Lets make a path around the top of the pond berm so people can walk around and enjoy the boats. Lets put two or three benches up there to, so people can sit down and watch. Maybe we should consider a picnic bench or two.

#3 Lets build a couple of scale harbours to sail our boats in and out of. They could be two different scales etc.

#4 how about the club having a slow moving small model complete with radio gear that "kids" can operate at our open days, to give them an idea what it's all about.

I could go on, and on but instead lets hear your ideas.

Ken

BILGEWATER

The wood magnet found at EXPO that there was no wood in the pool, so it gleefully substituted. It became attracted to concrete verges, statues, plastic buoys, and freighters.

The name 17 Knot Harry takes on a new meaning if you see the gentleman in question fastening down a load for the trip to EXPO.

A certain small tug, has developed an appetite for human hair, she picked it up at EXPO. Shucks first a wood magnet, now a hair magnet, we seem to have an inventive group.

Overheard: a coverstion about yellow bikinis being eaten and a certain "gentleman" saying: 'Do it again , do it again'.

The expression "10-4" has become a popular term again with a certain model ship builder come model engineer.

Ever heard of a submarine that wouldn't dive. Most of us worry about keeping our models on the surface, but now we have a member who is having trouble getting his model to sink.

KRP

ADVERTISEMENTS

Wanted scale working model of a "slick-licker" as used to control oil slicks. Please contact Mr. H. Crost,. ....**WARNING**.... The vessel must function well against a ver, tough adversar, that "eats" teen, ween, yellow bikinis. At some time in the not to distant past the testing of a miniature vessel in "Lake Crost," caused the affore said oil slick and Mrs C is not amused. So would all owners of vessels that are being tested in said facilit, please make sure that you have a properl, funtioning oil scrubber on your bilge pump.

(Editors Note: I didn't know that we had an. oil tankers in the club)

KRP

Here are some marine terms courtesy the pen of Geoff Walton

ABAFT: *Towards the ship's stern.*

ABEAM: *In a line at right angles to the ship's length (abreast)*

AFT: *Towards the ship's stern*

AHEAD: *In advance of the ship's bows*

AMIDSHIPS: *Near the centre of the ship's length*

ASTERN: *Behind the ship*

ATHWARTSHIPS: *From one side of the ship to another*

ATHWART: *Transversely*

AWASH: *Level with the surface of the water*

AWEIGH: *Anchor just raised from the sea-bed*

BEAM: *Greatest breadth of the ship*

BOWS: *Foremost part of a ship*

CABLE OR CABLE LENGTH: *One-tenth of a nautical mile. (185.2 metres 600 feet or 100 fathoms)*

CAMBER: *Athwartship upward curve of a ship's deck*

FATHOM: *One-hundredth part of a cable. (1.82 metres, 6 feet)*

FLARE OR FLAM: *The outward & upward curve of a ship's side at the bows*

FORWARD: *Towards the bows*

KNOT: *Unit of speed. A nautical mile traversed in one hour*

LEEWARD: *Direction to which the wind is blowing*

NAUTICAL MILE: *One minute of latitude at the equator. Mean nautical mile = 1,852 metres. Ten cables*

PORT: *Left-hand side when looking towards the bows. Earlier known as Larboard*

QUARTER: *Direction between abeam & astern: that part of a vessel's sides near the stern*

RAKE: *Slope of a funnel, masts or stem*

SHEER: *Fore and aft curve of a hull or deck, rising toward bow and stern*

STARBOARD: *Right-hand side when looking toward the bows*

TRIM: *Way a vessel sits in the water, i.e. on an even keel, down by the head or down by the stern*

TUMBLEHOME: *Upward and inward curve of a vessel's side*

WAKE: *Foamy water left in track of a ship*

WAY & UNDERWAY: *Passage of a ship through water*

WINDWARD: *Direction from which the wind is blowing*

What has happened to "Sandhill Lake"? We have tried to improve it for the convenience of all our members. The wharf was moved to deeper water and also enlarged. There was a table (?), well some form of platform to represent a table, and some have laughed at the supports although I must say that they have held up. Anyway, it held a few boats above ground level. This was put up to see if the location was appropriate for future events before placing one permanently. Also we added a couple of smaller or emergency wharfs at the opposite side of the lake to find out if this was convenient for several reasons: getting your boat out of the water quicker in emergencies, standing near the water to operate your boat and a location away from possible interference from other transmitters. The grass was cut on the banks and branches and weeds cleared away from the edge of the lake.

The work was done by voluteers from our club and I would like to thank them very much for the effort they put forth and I sure hope tthey will come back on future occassions. Thanks to Jack Lenfesty, Nelson Combe, Rob Woodward, Jeff Walton and last but not least Ken Peterson.

Now Gentlemen, please be critical

Now Gentlemen, please be critical and leet the maintenance committee know what you want or would like or you think should be added. But first, if you don't like what has been done DON'T just be negative about it, give us a solution and a reason why you think this way. Also put all suggestions in writing so that we can put them to good use now or later. This way, we will have a record of who was responsible for such a good idea. Hold it - before you say anything about the garbage pile, this has to be rectified and we will do our best, won't we volunteers when I request again for the purpose.

Fred
Maintenance Committee

From your librarian -- I am still looking for a volunteer to bring the photograph albums (2) up to date. Pleas phone me at 474-3650 anytime up to 9 p.m. Also Gentlemen, all I seem to do is bring the book(in and plunk them on a table on our meeting nights. This seems like a lazy man's way of showing off our library. As members and persons interested in the books, is this a good way for you, the reader, to find what you want? Do you think the books should be in a case for easier access to titles? This could be done but it will cost money as well as effort and planning to arrive at an appropriate design. Is it worth it? Is there another solution? Please let me know.

Your librarian, Fred.

GENERAL CARGO LINER

The ocean going dry cargo liner with a gross tonnage of between 5,000 gross tons is designed for the transport of cargos of many different types, shapes and sizes. The term liner is given to a vessel which operates on a regular service between ports, whereas the term tramp is given to a ship employed on charter to take cargo from port to port at any time, anywhere in the world. The cargo liner - referred to as a freighter in some countries - has four or five holds and one or two tween decks which run for practically the full length of the ship, so that the varied items of cargo can be methodically stowed for convenient access at the relevant ports of discharge, and the weight of the cargo can more easily be distributed. Until recently the cargo liner usually had machinery amidships, with an even spacing of the holds fore and aft, but the recent trend is for the propelling machinery and the bridge superstructure to be either right aft or three-quarter aft.

Increased cargo space is made available in the shelter deck type of vessel. In the closed shelter deck (csd) vessel the transverse bulkheads are carried right up to the shelter deck: in the open shelter deck (osd) they are carried only as far as the main deck. In the latter type a small 1.21 m.sq. opening is cut in the shelter deck and arranged so that it cannot be permanently closed. Under these conditions the space between the main and shelter decks is not included in the tonnage on which harbour dues are calculated. Recent changes in tonnage assessment mean that a shelter deck vessel may have an alternative tonnage mark painted on the hull so that the registered tonnage is assessed - open or closed - according to which tonnage mark is submerged.

The cargo handling feat is obviously an important distinguishing feature of the cargo liner. It is arranged so as to ensure the minimum delay in loading or discharging cargo from all the holds and , if necessary, over both sides of the ship at the same time. Many ships now have deck cranes, or a mixture of cranes and derricks, patent Stulcken or Hallen derricks or Monck loaders. The simple mast, stayed by wire shrouds, is fast disappearing as strongly built self supporting single and tipod masts takes its place, with considerable reduction in maintenance costs and less obstruction during working operations.

During the Second World War, nearly 3,000 standard Liberty type general cargo ships were built with speed and economy. Twenty years later, about 700 of them were still trading with a large number also in reserve. In 1967 the so-called SD14 (a shelter deck vessel of about 14,000 dwt) was designed as a Liberty ship replacement and within ten years about 150 of these standard vessels had been built, mainly at the Sunderland yards of Austin & Pickersgill but also at other British yards and in Greece, Brazil and Argentina, under licence.

Between 1970 and 1981, 31 motor ships were built on the Clyde to the Cardiff class design bulk carrier. They were conceived as versatile ships capable of carrying ore, grain, coal or forest products and have large holds and unusual hatch openings. They are equipped with 4 or 5 electro-hydraulic cranes similar in appearance to those on mastless cargo liners. The ship's profile shows a short compact bridge superstructure aft, a short forecastle and a bulbous bow. With a gross tonnage of 16,700 tonnes and an overall length of 175m., the speed is 15.25 knots.

For some years now a number of general cargo liners have been fitted with heavy lift Stulcken derricks capable of lifting up to 180 tonnes. Recently two types of heavy lift vessel have evolved. From the floating harbour crane has developed the self-propelled ocean going ship. The Happy Buchaneer has two cranes each capable of lifting 550 tonnes which can work together to lift twice that weight. A module weighing up to 1500 tonnes can be taken on board on the stern ramp. The other type is the semi-submersible heavy lift vessel evolved from the floating dock. She can submerge sufficiently for a cargo - a barge, vessel or a drilling rig - to be floated on board and then rise again to her normal freeboard. The Ferncarrier is the largest of this type. In 1983 she created a record when she carried a semi-submersible drilling rig from the builders in South Korea to the North Sea at an average speed of 13 knots over the 11,200 mile voyage.

Geoff Walton