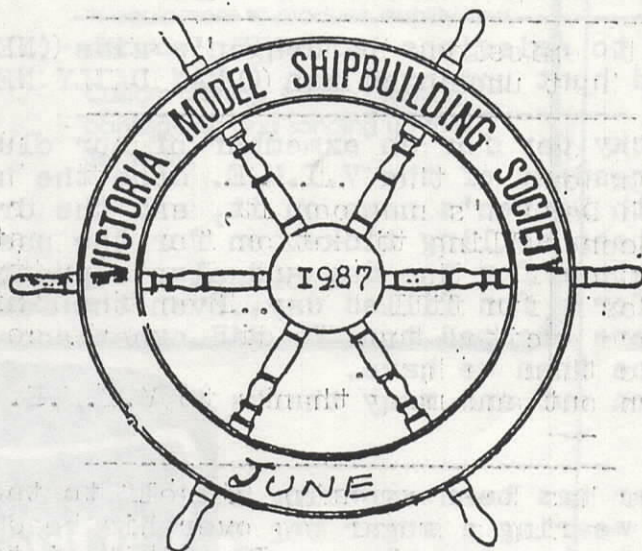


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Sept 20, 1987 Sunday fallgatta will be held at sandhill lake  
on Saanich Historical Artifacts Grounds.  
Program will be published as soon as it is completed.

S.H.A.S. SAANICH HISTORICAL ARTIFACTS SOCIETY  
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JUNE 20, 21 Saturday & Sunday - S.H.A.S. Fair  
July - watch for date of Social Credit Picnic  
August 1, 2. Saturday & Sunday - V.I.M.E. Efficiency Trials  
September 5, 6, 7. Saturday thur Monday - Saanichton Fair  
September 12, Saturday - S.H.A.S. - Thrashing Day  
September 13, Sunday - Vintage Car Club Picnic (9:00 to 18:00)  
September 20, Sunday V.M.S.S. Fallgatta  
October 3, 4. Saturday & Sunday - S.H.A.S. & V.I.M.E. & Possibly  
V.M.S.S. Guy Fawkes DAY & Evening Party.

-----  
From the CAPTAIN.

May 3rd week end was another enjoyable weekend because i went to Lynnwood in Washington U.S.A. to North West R/C shipmodelers Maygatta. The fun was travelling with Harry C. and his Van full of boat, and yes he had another passenger. name Ken Peterson. Ken rode the smokers seat and he just couldn't stop worrying about his Valhalla falling down through one of the small holes in the van. The other funny episode was trying to shake this yellow tail we pick up. Kent Miller and Stan Jacobs rode with Ron Armstrong in his yellowmobile and i have a feeling they were following the wooden shoe so they wouldn't get lost. We stayed in Vancouver over night then started nice and early to be in Lynnwood in time. We managed to get a good spot at the lake and then unpacked all of the boats, and got them in the water and made sure we were ready.



Cliff Shaw the president of North West R/C Shipmodelers had everything well organized, from registration to giving out the awards, which he gave 3rd place to I7 knot Harry for his feighter in the Commercial work class. "Well done Harry".

Five o'clock came and our yellow tail had to rush off to catch the ferry home, i hear they made it only because they added another ferry. Harry Ken and myself stayed over night and toured hobby shops in Seattle and caught the ferry Monday night. Very enjoyable weekend.

-----  
Acid rain linked to emissions by Reagan's aide (NEW YORK TIMES).  
Police in Ireland hunt unwanted man (OMAN DAILY NEWS).

-----  
May I7th was the lucky day for an exmember of our club, Darren Gauthier of 607 Judah..The Presdent of the V.I.M.E. done the honours of drawing the lucky ticket with Darren's name on it, and the draw was for the lovely sail boat, we have been selling ticket on for the past 3/1/2 months. We had beautiful weather for the day and also a pretty good turn out of boats , which made for a fun filled day..Even the family of geese we have at the lake, were excited too. We did experience the fact we still need more wharf space than we have. Thank for a good turn out and many thanks to V.I.M.E. for their refreshing whistle stop.

-----  
A persistent flasher has been exposing himself to teenage girls in the Traralgon area, wearing a sugar bag over his head and nothing else. The police are said to be preparing an Identikit picture.  
(THE AGE? MELBOURNE).



## Captain Tin

Maygatta Sunday May 17, Clearbrook.

For the second time in two weeks I found myself, car, tug, Debra Dawn and sleeping bag aboard a Saturday night ferry bound for the mainland. Destination Harry Coonce's home in Langley. This time I was alone and headed for the Valley Model Boat Club 7th annual regatta. Must say I missed the rigald company of Ken and Stan. It took advantage of the crossing time to touch up "D.D's Paintwork on agarbage can outside a stairwell door. That got a lot of attention.

Arrived at Larry's around 11:15 P.M. to find the Americans there in force. Cliff Shaw and wife Betty, Lou? and WIFE Lorie. The usual modellers yarn kept us up far longer then our tired bodies appreciated.

Arising the next morning to more coffie and conversation, I was treated to a fast breakfast by Larry wonderful wife Cathy. Then off to Clearbrook in a 3 car convoy led by the unsinkable "Clif Shaw". After 3 wrong turns and see a lot of the Fraser Valley countryside, we found ourselves at Sylvan Gardner Park. Nestled low between a grove of alders and a flat expanse of grass is the lake, shaped roughly like Napoleon's hat, with inflow and outflow stream at either end.

We parked in the gravel lot and carried our boats down to the center of activity - two camper parked on the grass. One sheltered the registration table, the other the frequency board and transmitter in pound. After receiving a wad of different papers in return for the \$7.00 fee we placed our boats on the tables line up on the lawn. From there things flowed through a very enjoyable day of fun. Harry was everywhere, calling vessels for static judging, selling raffle tickets and cooking hot dog. The sun shone all day, though great gusts of wind played havoc with the steering course. One of the papers was a carefully drawn "chart" that the wind made useless. However the hard-working and quick thinking judges solved the problem by conning the contestants through the course. This worked very well. It was nice not to be the lone V.M.S.S. representative there because Ron Wild and wife showed up as promised. Ron intered his tug and brand-new coaster "Nordic Star" built from MAP plans of painted lady. Much to my shock, he told me that her run through the steering course was her maiden voyage. Amazingly he got 39 points out of 40. Our new master helmsman, more important, he won 2nd prize in the commerical category for this vessel. Well done Ron.

The Valley club provided three extra events for our enjoyment Derelict Salvage, Tandem towing and blind conning. The first involved a hull with a spike protuding from the keel and the entrant's tug with a line and two small ping pong balls attached. The idea was to snag the spike and tow the derelict into shore and beat the clock. Yours truly held the record briefly at 1 minute 13 second. The second event involved two tugs jostling the same derelict to shore, also against the clock. The last was the old familiar with a new twist - running through the steering course to the judge's directions' Murder.

Ron and I entered both the latter events and gave new meaning to the Two ronnie's comedy hour. Neither of our tugs were equipped with rubber fenders so the derelict popped loose. At the end of the day, around 4:00 P.M. we had the awards, the raffle draw and a sumptuous barbecue.



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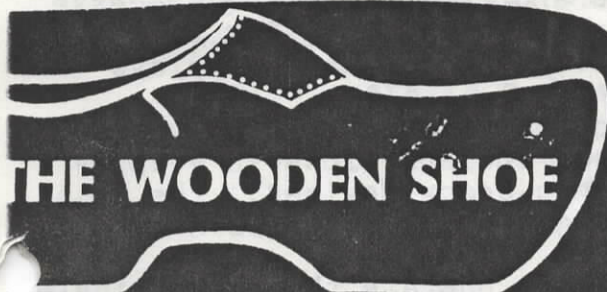
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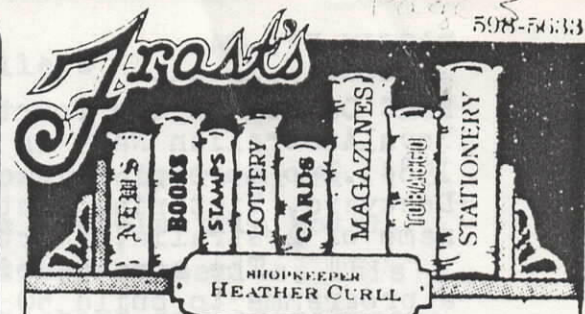
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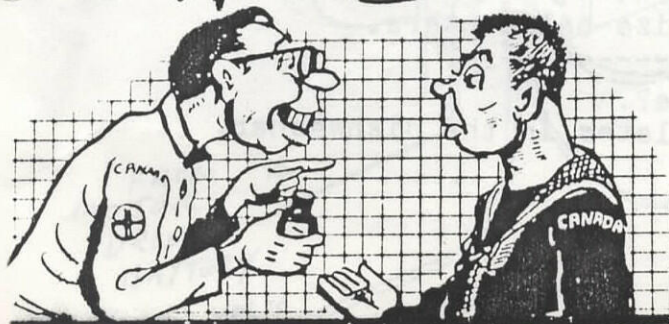
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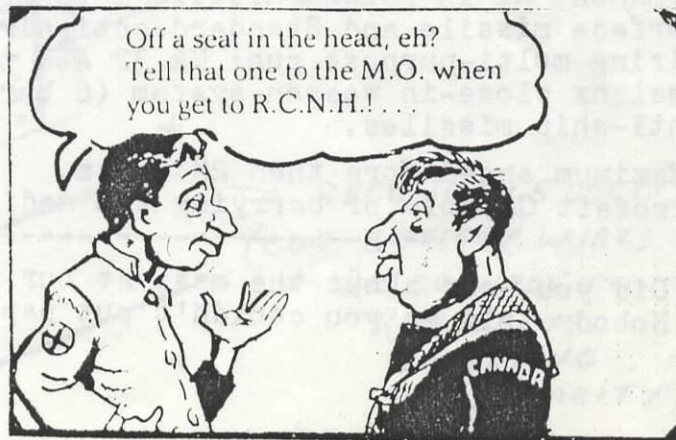
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It's blue ointment!  
Rat tat tat! It'll get  
every lousy one of them!



Off a seat in the head, eh?  
Tell that one to the M.O. when  
you get to R.C.N.H.!





-----  
HMAS Darwin is the fourth FFG-class guided missile frigate built for the Royal Australian Navy in Seattle, USA. She was commissioned on 21 July 1984. Two more of this class of ship will be built at Williamstown Dockyard, Victoria, Australia. HMAS Darwin is the first ship to bear the name of Australia's northernmost capital.

The concept of the class began in 1971 when the USA Navy began a programme to build 50 patrol frigates. The class was later redesignated as the guided missile frigate and was spearheaded by the USS Oliver Hazard Perry which commissioned in 1977. The RAN's first ship of the class was HMAS Adelaide which commissioned in November 1980, followed by Canberra in March 1981 and HMAS Sydney in FEBRUARY 1983.

Darwin's roles are to complement the fleet's ability to protect Australia's sea lanes, merchant and military convoys and to contribute to effective naval task force operations. THE ship is designed to counter simultaneous air, surface and subsurface threats. THE ship's sensor package includes long range radars for air and surface surveillance, electronic warfare surveillance sensors and a modern medium range sonar. A computer based command and control system processes sensor information as well as target data received by data link from other ships and aircraft. Information is provided to command displays and to the weapons systems.

Weapons systems include Standard surface to air and Harpoon surface to surface missiles; a rapid fire 76mm gun and Phalanx close-in weapons system; ship launched torpedoes; and electronic decoy devices. The ship is also designed to carry two helicopters to assist in surveillance, targetting and anti-submarine warfare.

Two computer controlled gas turbine engines operate through a single variable pitch propeller to give the ship excellent manoeuvrability. This system enables Darwin to be ready for sea in less than 30 minutes. Two forward-mounted, retractable auxiliary propulsion units provide a secondary means of propulsion plus excellent manoeuvrability in confined waters.

Living conditions are good. Modern labour saving devices and management techniques have been incorporated to minimise crew requirements.



## FIRST HMAS DARWIN

The naming of the fourth FFG to be commissioned into the RAN as HMAS Darwin continues the practice of naming major units of the Navy for Australian capital cities. Although no previous naval ship has borne the name Darwin, the city has always been of immense strategic importance and has had strong links with the navy. The harbour, first sighted by Europeans in 1839, was named for Charles Darwin, the noted naturalist. In its early days it was the port and rail-head for many goldmines. During World War II, when the population of Darwin, including troops, had swollen to more than 100,000, Japanese aircraft carried out 64 bombing raids sinking nine allied ships in Darwin harbour and causing extensive damage to the city.

After the war, Darwin development proceeded steadily until Christmas Day 1974 when Cyclone Tracy devastated the city. The Navy played a major part in providing relief to the ravaged community. Darwin has now been rebuilt and is a thriving cosmopolitan city of 55,000 people. With the enactment of the North Territory Act, self government was granted to the Northern Territory on 1 July 1978, making Darwin Australia's newest and most northern capital city. Fittingly it was decided to name FFG 04 HMAS Darwin.

### DARWIN in brief

Built by--- Todd Pacific Shipyards, Seattle USA

Launched--- 26 March 1982.

Length ---138m

Beam -----14.3m

Height-----35m

Displacement-3600 tonnes

Complement Officers 19 senior sailors 35. junior sailors 129

Armament Mk 13 guided missile launcher capable of firing Harpoon anti surface missile and Standard anti-aircraft missile; 76mm Mk 75 rapid firing multi-purpose gun; Mk 32 ASW torpedoes (two triple mounts); Phalanx close-in weapon system (6 barrel 20mm gun) for use against anti-ship missiles.

Maximum speed More than 28 knots.

Aircraft Capable of carrying two medium size helicopters.

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Did you hear about the mess at our house?.

Nobody told me you couldn't put paper plates in the dishwasher.

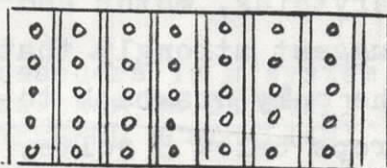


## Basic Electronics for Boat Modellers

by Ron Wild

This months project is a simple way to power your receiver using the boats battery which also drives the electric motor. In other words, let us eliminate the receiver batteries. This means we can get rid of the clutter in the boat and at the same time let us use the main batteries to drive the servos. As it is the servo motors which drain the receiver batteries, we will now be able to run our boats longer.

OK, let's get started. First we are going to need a printed circuit board. We can either make one or purchase one. If you decide to buy one, the type we need is available at Pacific Coast Electronics, 631 Dunedin in Victoria. It consists of parallel strips of copper (predrilled) separated by insulated strips. here is a drawing of what it looks like.

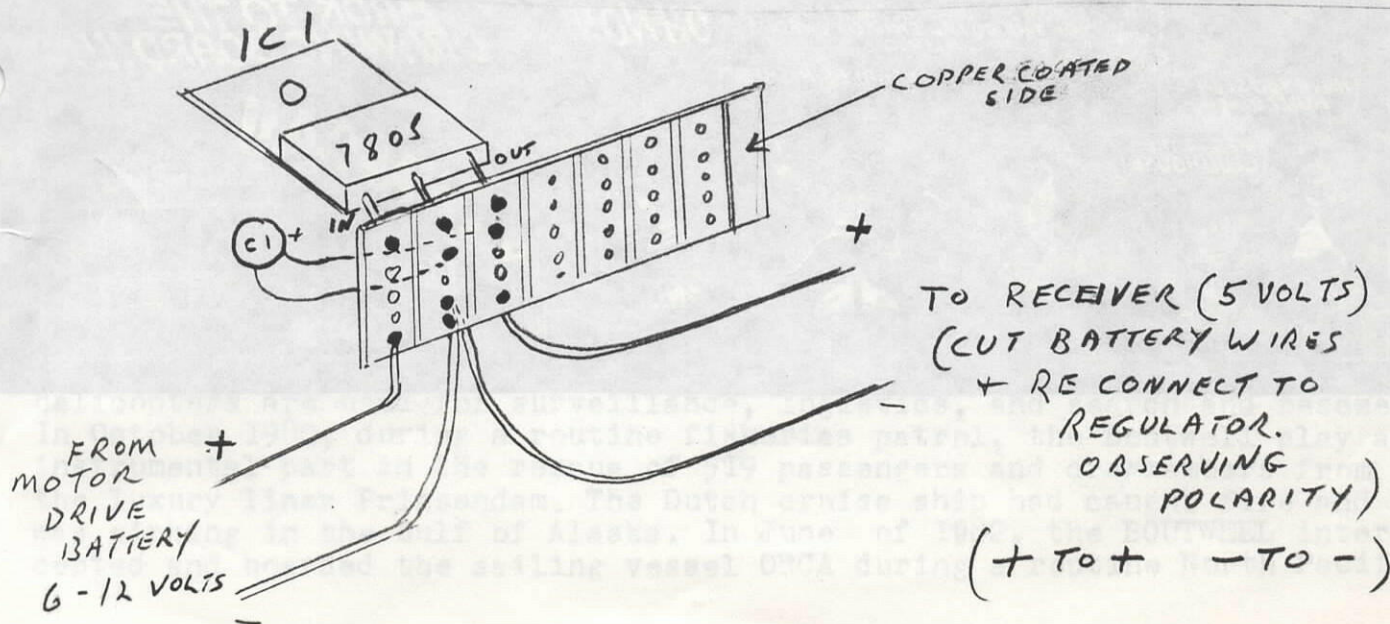


If you decide to make your own, visit Radio shack and pick up their printed circuit etching kit. Draw 3 parallel strips and dissolve away the copper between them, then drill 4 holes in each strip. Leave extra material for mounting.

You will also need a voltage regulator #7805, and a 1 mfd tantalum capacitor (size not critical) . Both available at Radio Shack. This capacitor is to protect the voltage regulator from spikes when it is turned on or off.

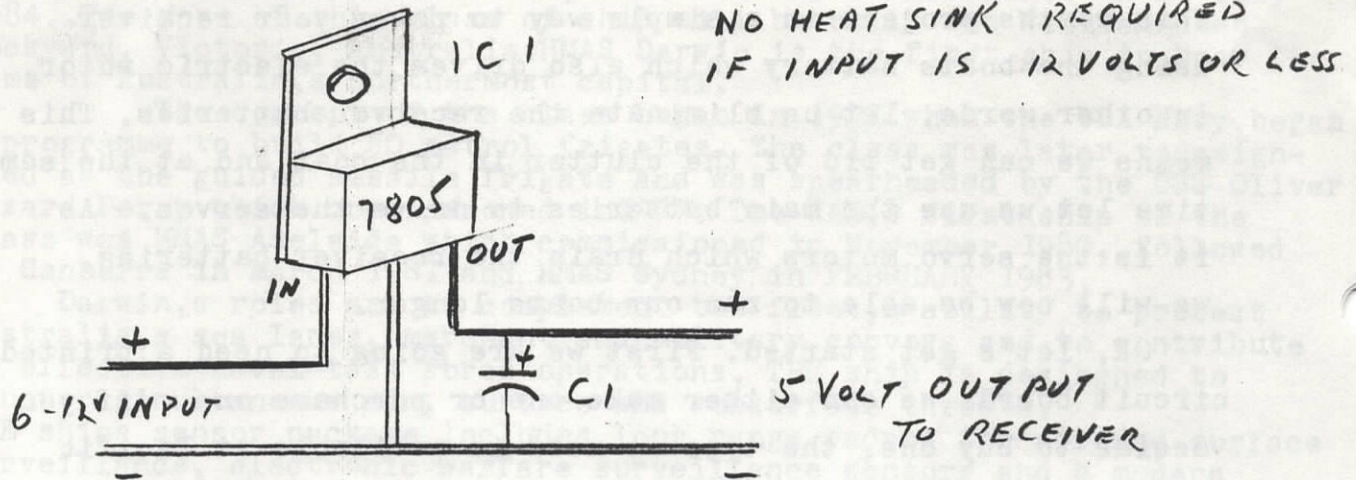


Take the 7805 regulator and insert the three wires into the top 3 holes in the circuit board making sure that the 7805 is face up and inserting the wires from the non-copper side of the board. Solder these 3 wires in place. Now take the capacitor and insert it in the 2 right hand holes in the second row of holes. Solder in place. (See drawing) Now connect the 2 wires from the motor drive battery as shown, remembering to come in from the non-copper side of the board. solder in place. do the same with the wires leading to the receiver and your are finished. Cut the existing wires leading from the receiver to the battery pack, and connect your new voltage regulator in it's place, making sure you reconnect positive to positive, & negative to negative.





Here is a line drawing of what we are making.



Don't forget to put a switch in near the battery, so when it is turned off everything, motor and receiver, will be shut down. I also suggest strongly that a fuse be incorporated into the circuit. The only drawback to this circuit is that if the input voltage drops below 5 volts, the regulator shuts off. This means the receiver will no longer work but this would happen anyway should the original power pack batteries die. I should have mentioned the IC 7805 has internal circuits that prevent any motor spikes from damaging the receiver.

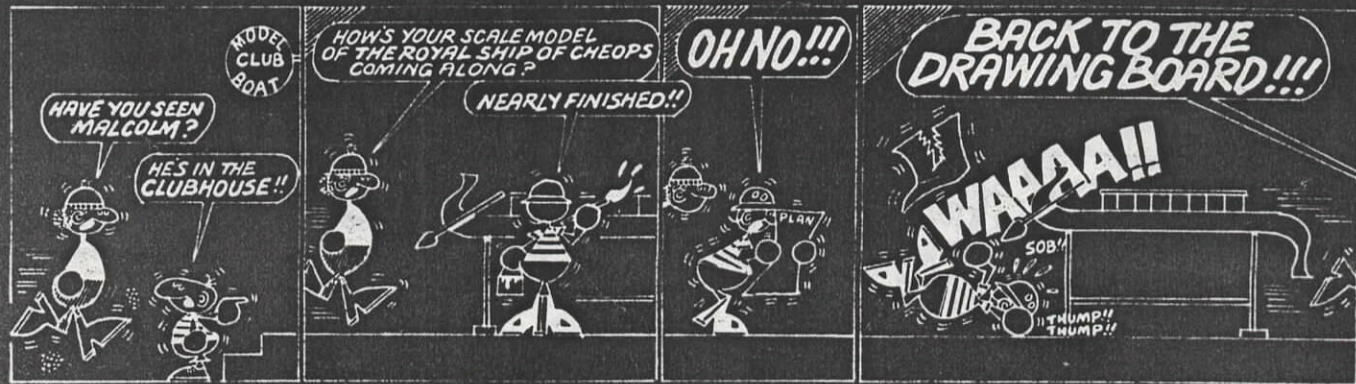
we have gone into this very simple circuit in a <sup>great</sup> ~~great~~ deal of detail such as explaining how to make a circuit board and where to put the wires etc. but as this will be the first effort for some of you we have to start somewhere. Next month we will attempt to build something a little more complicated.

To mount your regulator, simply use a little instant glue on that portion of the circuit board not being used and mount it to any convenient upright or horizontal beam. If you have any questions, call me at 478 5430

Ron



# ROBINSON





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Page 5

His only link with his rescuers is a system of taps on the wall of his concrete prison to assure them he is still alive: one for yes and two for no. (THE WEEKEND AUSTRALIAN)



The Boutwell, named for George S Boutwell, Secretary of the Treasury under President Ulysses S Grant, is one of the largest and most versatile cutters in the Coast Guard. This ship is the third Coast Guard cutter to bear the name "Boutwell," and is one of twelve HAMILTON Class High Endurance Cutters. It was built in 1968 by Avondale Shipyards, Inc. of New Orleans, Louisiana at a cost of 16 million. THE BOUTWELL's first homeport was Boston, in Secretary Boutwell's home state of Massachusetts. In August of 1973, the ship arrived at its present homeport of Seattle, Washington. The Boutwell berths at Coast Guard Support Center Seattle, when it is not deployed.

The Boutwell plays a primary role in the enforcement of U.S. laws and international treaties the protection of U.S. fishing right and the interests of American fishermen. The ship spends an average of three months each year patrolling the fertile fishing grounds of Alaska. the area of operations include the North Pacific from the Gulf of Alaska along the Aleutian Chain and into the Bering Sea as far north as St Lawrence Island, often within 180 miles of the Soviet Union. Modern electronics equipment permits high speed communications enabling the Boutwell to maintain a watchful eye over foreign activity.

In keeping with the Coast Guard's duties and functions as a branch of the Armed Forces, the Boutwell's armament and highly trained crew make it SEMPERPARATUS (Always Ready) to operate with the U.S. Navy whenever the President directs. Approximately three months each year is spent engaged in extensive training and exercises with the Navy in waters off Southern California.

THE Boutwell is driven by two Pratt and Whitney gas turbines derived from those used in jet airliners, which deliver a total of 36,000 horsepower or two Fairbanks-Morse diesel engines which provide over 7,000 horsepower for economy cruising. With the gas turbines, speeds in excess of 27 knots can be attained. Diesel propulsion produces a cruising range of 11,000 miles at 16 knots. This capability enables the Boutwell to engage in extended law enforcement and fisheries patrols, and still respond to the scene of a search and rescue mission. the two 13-foot diameter controllable pitch propellers make the ship extremely maneuverable for its size. A retractable bow propulsion unit provides omni-directional thrust at the bow in low speed maneuvering situations, which permits sideways movement of the ship.

The Boutwell's 26-foot motor surfboat and rigid hull inflatable boat are launched and retrieved by high speed hydraulic boat handling equipment. The 80-foot flight deck is certified for landing, servicing fueling, and carrying the Coast Guard's jet-powered helicopters. the helicopters are used for surveillance, logistics, and search and rescue. In October 1980, during a routine fisheries patrol, the Boutwell play an instrumental part in the rescue of 519 passengers and crewmembers from the luxury liner Prinsendam. The Dutch cruise ship had caught fire and was sinking in the Gulf of Alaska. In June of 1982, the BOUTWELL intercepted and boarded the sailing vessel ORCA during a routine North Pacific



Page 6

Ocean law enforcement patrol. The ORCA's crew was arrested and the vessel, with its 3,000 pounds cargo of marijuana, was seized and towed to port. For these actions the Boutwell was awarded the Humanitarian Service Medal and the Coast Guard Unit Commendation Ribbon, respectively. These are proudly displayed from the bridge wings alongside the Coast Guard Meritorious Unit Commendation Ribbon, for the rescue of nine people in Alaskan waters, the Navy Meritorious Unit Commendation Ribbon, and the National Defense Medal.

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### SHORT-SEA TRADER

Generally well under 3,000 gross tons, the short-sea trader operates in the North SEA, Baltic, English Channel, Mediterranean or in similar waters in any part of the world. She often runs, like the ocean-going liner, to a fixed schedule between ports. Modern vessels have machinery aft and a short stocky superstructure. The short-sea trader may carry any type of cargo whether it is prepalletized, unit load, container or in the conventional mixed form. Well-equipped with cargo handling gear, the ship can work in small ports where facilities are limited.

Typical features of the short-sea trader the hull is high and box-like to take trucks, trailers, which drive directly into the holds through the stern door set in the transom stern. This direct way into the holds requires that the motor exhausts are taken up the sides of the vessel through twin funnels. This particular feature has become essential in the RO/RO unit load ships.

-----

Then there is the story about the airline pilot who took his aircraft onto the runway, revved up his engines not once but three times and then taxied back to the airport terminal buildings. After some delay, the plane taxied out again and this time it took off without incident. A passenger asked the air hostess what had been wrong and she was told that the pilot had not liked the sound of the engines. "So what did they do?" asked the passenger to which the air hostess replied "They changed the pilot."

-----

cont from page 2.

Yours truly won a 50 dollar Dumas 12 volt motor for the cost of \$3. All in all a great day for all concerned V.M.B.C. is to be congratulated for putting on a very pleasant "Maygatta". Maybe next year more of us will be able to attend.

-----

### Special Request

We enjoyed an excellent turn out on Sunday May 17th at the spring meet. However could we ask that friends, family members and club members not controlling a boat refrain from using the dock area. As our dock area is very limited we'd like to keep it free for those docking or undocking their models. This would be much appreciated by all. Also a lot were asking were are the tables for picnicing or setting up on.? Come on guys\_lets get together and Do something about it!

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