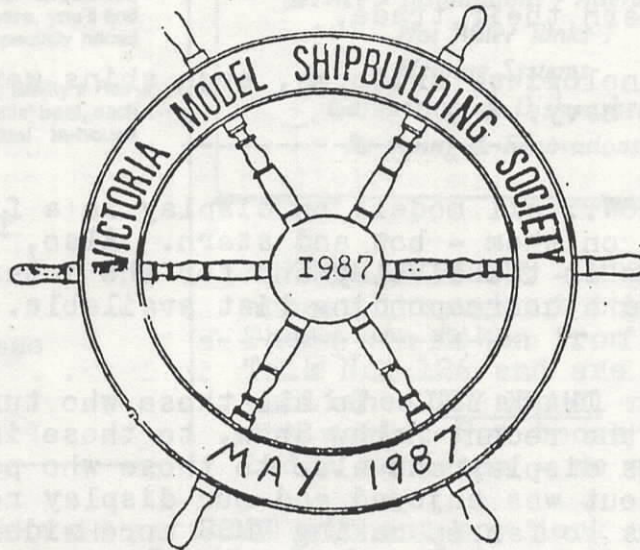


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 V8R 4W5

## From the Captain

Bring your family and friends, Plan a family picnic on Sunday May 17th  
 Bring your boats, put on a Display in our pond and try your luck at  
 competing with other members. AT 3.p.m. We will draw the ticket for the  
 SAIL BOAT.

Also the same week-end V.I.M.E. will be holding their spring meet, which  
 takes place both Saturday and Sunday. Members if you can help bring  
 your boat down on Saturday and again on Sunday for a display in our pond.  
 There will be coffee, and hopefully goodies to go with coffee, for sale  
 on the grounds. Lets make Help make the V.I.M.E. spring meet exciting  
 as well as giving some lucky person our special sail boat.

Fred.

Old Navy types never die,  
 They just float away.

S.H.A.S. - SAANICH HISTORICAL ARTIFACTS SOCIETY  
V.I.M.E. - VANCOUVER ISLAND MODEL ENGINEERS  
V.M.S.S. - VICTORIA MODEL SHIPBUILDING SOCIETY

---

May 16. 17. Saturday & Sunday / V.I.M.E. Spring Meet  
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)  
October 3, 4, Saturday & Sunday - S.H.A.S. & V.I.M.E. & possibly V.M.S.S.  
Guy Fawkes DAY & Evening Party . . . HAVE YOU PASSED on your ideas .

---

### THE CHIEF

Ordinary sailors God frowned on  
Able matings he tolerates,  
Leading hands he accepts  
Petty Officers have some say.  
The chief!... Good Lord!!  
He is...God!



## THE EARLY DAYS

-----

The Royal Canadian Navy- origins were indeed humble. Established 1910 it consisted of two aging Cruisers and a handful of Officers and men. One small base on the Atlantic at Halifax, N.S. and another on the Pacific Coast at Esquimalt? B.C..

The R.C.N. was a child of the Royal Navy and looked to it for inspiration and training in the early years. Canadian Officers, men and boy, were sent to the U.K. to learn their trade.

R.N. traditions, terminologies, uniforms, even ships were the very foundation of Canada's early navy.

-----

HINTS FROM THE HOBBY SHOW...all models on display in a finished condition should have their names on them - bow and stern. Also, to assist our modellers standing duty at the display and for the interest of the public, the models numbered and a corresponding list available.

-----

THANK YOU! THANK YOU! THANK YOU! To all those who turned out to stand duty at our display at the recent Hobby Show, to those in the setting up and taking down of this display and also to those who put their models on display. A good turn out was enjoyed and our display received considerable attention. These shows go far in making VMSS more widely known in the area and we wouldn't be able to participate without the volunteer help of our membership.

Also a special Thank You to Ted for the donation of legal size paper towards the costs of printing the Binnacle.

-----

## SWAP! N SHOP

Several items from the collection of Club Member Lou Davis, who died suddenly in January, are for sale. Son-in-law and fellow member Gilles Desjardins is trying to raise funds to help Lou's widow. Items are:

- R/C 4 ft. wooden sloop with roller reefing(!) sails (Lou's own mechanism using the mainmast to reef both jib and main sails. 2 Channel radio control set included. \$700.00 OBO
- 3 Ft. Wooden Cabin Cruiser, single screw and motor. 2 Channel radio. Offers.
- 2 Ft. Plastic Cabin Cruiser, twin screw - can be converted to R/C? Offers.
- A selection of electric motors, both 6 and 12 volt, some Mabuchi, others makes unknown. All in good condition, some with gears attached.

Gilles will bring all these items to our May Meeting. If you are interested but cannot attend, call Gilles at his home - 721-1381.



NEW LUMBER SOURCE - West Wind Woodwork Ltd. in Sidney seems to be an ideal shopping spot for ship mofellers. There you'll find a great selection of plywood, veneers, hardwoods and Red and Yellow Cedar! The very friendly and helpful owner is Jan Nielsen.

ASSORTED BOAT WOODS - Thea Wapola, daughter of a late member of the club, has a selection of boat woods that will be offered for sale at the May meeting. Any not sold at the meeting will be available from Geoff 592-5874. Also is there a member interested in building a miniature rocking chair - pieces are already cut - if so, call Thea 479-7303, 307 Cadillac Avenue.

-----

#### PASSENGER/ CARGO LINER

This once common type of intermediate liner has almost disappeared. Not only has there been a dramatic reduction in the demand for passenger berths but shipowners find that combined passenger and cargo carrying is no longer economic. At one time nearly all the main shipping companies carried up to twelve passengers on their cargo liners.



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ACKNOWLEDGEMENT - MRS. MILLER's HUMOR will appear throughout the Binnacle time and again. These are taken from the Canadian Press Copy Talk No. 126 and are actual grammatical errors published in actual newspapers throughout the world. For those of us who have ever scrambled a sentence - we are not alone!

"The plane can take in patients without any jerk using the winch provided at the special entrance." (Saudi Gazette)

"VISITORS TO GET WARM WELCOME AT CREMATORIUM" (headline The Echo, Sunderland, England).

### REFRIGERATED SHIP OR REEFER

The traditional refrigerated fruit carrier is an elegant looking medium size, but fast, cargo liner. Usually painted white, she has no particular characteristics to distinguish her from the general cargo liner, although some vessels do have a long forecastle or a combined bridgedeck and forecastle. The fruit is carried in compartments insulated with cork, glass wool or other material and kept at a temperature between -30 and 12 degrees C, according to the requirements of the fruit, each type needing a different temperature to keep it in good condition during the voyage.

Refrigerated ships in the fast fruit trade between South Africa and Europe are equipped to carry a wide range of fruits such as citrus fruits and deciduous apples and pears, whereas the ships on the West Indies to Europe trade usually specialize in carrying bananas. The 'Geestbay' is owned by a combined British and Dutch company carrying bananas to the ripening and distribution centre at Barry. Other well-known companies with reefers are Lauritzen (Denmark), Sven Salen (Sweden) and Fvffes of Britian.



The refrigerated meat carrier similarly has no particular-outward feature for identification. The Blue Star reefer is an excellent modern example of this class of ship. She is equipped to carry meat, dairy-produce, fish, bananas, deciduous and citrus fruits in worldwide refrigerator trading. One feature, becoming usual, is that each crew member has a single-cabin with private bath and toilet facilities. Another shipping company which has long had importance in the refrigerator trade is Lauritzen of Denmark; and in the UK the United Fruit Company with its section of Fyffes is well known in the banana trade. The all-embracing P & O also has a group of reefers absorbed from another company, and Hamburg South America takes an-important part in the trade too.

Specially designed refrigerated ships carried over 200,000-stems of bananas from Windward Islands and Barbados to the UK and British manufactured goods on the outward voyage. She has luxury-accomodations for twelve passengers.

-----  
JOKE

Neighbor: Is your son hard to get out of bed in the morning?  
Student's mother; "No i just open the door and throw the cat on his bed.  
Neighbor; "How does that awaken him?"  
Student's mother: "He sleeps with THE DOG?"  
-----

### TOPSAIL SCHOONER

The topsail schooner is a fore-and-aft rigged sailing vessel with one or more square sales set on the foremast; it is the commonest rig of the smaller present-day schoolship. THE largest likely to be seen in European



waters is the Spanish Juan Sebastian de Elcano, launched in Spain in 1927 (designed in Great Britain) with a length of 93.83m and a displacement tonnage of 3,222. She has a long poop, several deckhouses, boats and other gear between the forecastle and poop. Her near sister, but but barquentine-rigged ship built about the same time became the Chilean Esmeralda, which normally operated in the Pacific.

The British Sail Training Association's pair of elegant two-masted topsail schooners Malcolm Miller and Sir Winston Churchill can accommodate 34 boys or girls and 9 men. Based on Portsmouth, they undertake fortnightly training cruises and also take part in the biennial Tall Ships Race. Another British ship built in 1971 the Captain Scott, took part in similar cruises based on the west coast of Scotland. After only 7 years there she was sold to Oman and, as Shabab Oman (Youth of Oman) pursues the same activity for young people. Two pairs of top' I schooners are now familiar in European waters. The French Government two-mast 'I' schooners La Belle-Poule and L' Etoile, built in 1932 cross two yards on the foremast with roller reefing gear for the topsail. They are modelled on the small Breton schooners, or terre neuvas of the Newfoundland cod fisheries. The two Swedish schooners, Gladan and Falken are 214 ton vessels built in 1947. They can be differentiated from the French pair by their single yards and running square sail as the gaff fore topsail in place of the French vessels' main topmast staysail.

An increasing number of schooners - and a few square riggers - are being used to carry passengers on holiday cruises. The most important areas for this are the Maine coast of USA and the Caribbean. Two of the largest schooners - both gaff rigged - are the Fantome, built in 1927 as a luxury yacht, now carrying over 100 passengers and the Flying Cloud of 1935 carrying about 80 passengers.

For many years Lord Runciman's famous yacht the three-mast topsail schooner Sunbeam II was well known in her original role and later as the Swedish sail training vessel Flying Clipper. This schooner is now the Greek Eugene Eugenides.

In the last century, but in rapidly diminishing numbers during this one, the trading schooner was very common around British shores. No vessel now exists in trade, but fortunately two of the last vessels have been preserved. The Maritime Trust has the last British wooden trading schooner Kathleen and May (1900) now preserved in St. Katherine's dock, London. The last actual trading schooner Result (1893) in her last days reduced to a two-mast auxiliary sailing vessel - had been acquired for preservation by the Ulster Folk and Transport Museum near Belfast.



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A dangerous leak at Wimborne district offices in Furzehill could have gone undetected if a workman had not dropped a lighted match in the basement and caused an explosion. (The Echo, Bournemouth, England)

#### Glossary of Naval terms

THE OLD MAN-----Ship's Captain  
Jimmy-----Executive Officer  
Buffer-----in charge of ship maintenance  
Stoker-----Boilerroom Fireman  
Pongo-----Soldier  
Pigeon-----Air Force  
Skylark-----Prank or Jake  
Pusser-----Very naval like  
Heads-----Toilet  
R.C.N.-----Regular Navy  
C.P.O.-----Chief Petty Officer  
C.O.-----Petty Officer  
Hookie-----Leading Seaman  
Mick-----Hammock

Luke Merkle, our town's big rake, has another. He says some gals are like these new fangled radios-you get the best reception when there isn't much on.

Quoting the police date summary, Mr Mwasi said the high death toll could be blamed on the growing number of drivers who are killed. (The Nation, Nairobi, Kenya)

TEEN PREGNANCY: BOYS ARE HALF THE PROBLEM (NEW YORK POST)



# BASIC ELECTRONICS FOR MODEL BOATERS

by  
Ron Wild

A lot of you modelers are asking for a column explaining the basics of electronics as it applies to model boat builders so I am going to give it a go. I'm no expert so please forgive me if I make the odd mistake.

This month, we will learn about the more common components that we will need to make some of the projects that will appear in future issues of the Binnacle. First... the circuit.

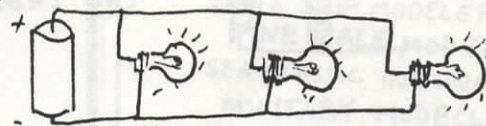
The circuit is simply an arrangement that permits an electrical current to flow. it can be as simple as a battery connected to a lamp or as complicated as a digital computer.



A basic circuit

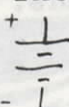


a series circuit



a parallel circuit


These components can be represented by the following symbols..




Battery

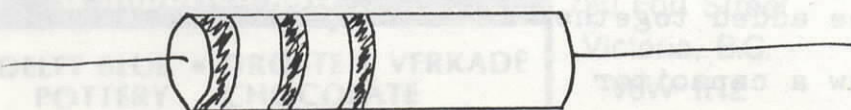


Lamp

in addition  Switch

Now for the hard part of this months lesson.....resistors   
Resistors are in all sorts of shapes and sizes but they all do the same thing: limit or resist the flow of current. To enable us to use resistors, we must be able to "read" them. Here's how it's done.

The resistor will have bands of different colors on them and each band represents a number. This number will be the resistance of the component measured in OHMS.



Color

1

2

3

multiplier

Black	0	0	1
Brown	1	1	10
Red	2	2	100
Orange	3	3	1000
Yellow	4	4	10,000
Green	5	5	100,000
Blue	6	6	1,000,000
Violet	7	7	10,000,000
Grey	8	8	100,000,000
White	9	9	(none)

Note: sometimes there is a fourth band. It represents the tolerance of the resistor

Gold = 5 %  
Silver = 10 %  
None = 20%

So,, whats the resistance of a resistor color coded yellow violet and red? Yellow is the first number so it is 4. The second color is violet so it is 7. The third color is red, so the multiplier is 100. Therefore the resistance is 47 times 100 or 4700 ohms. there is no fourth band so the tolerance is 20 %. 20% of 4700 is 940, therefore the actual resistance is between 3760 and 5640 ohms. but for our puposes we will call it 4700 ohms.

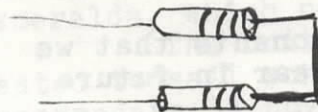


That wasn't so hard was it ? How about a resistor that is marked yellow, blue, green, & gold ? The first color is yellow, that's 4, the second color is blue, that's 6 so 46 times 100,000 (green) equals 4,600,000 ohms with a tolerance of 5%. As you can see the higher values get unwieldy so we can abbreviate by using "k" for kilo or thousand and "meg" for mega or million. So 4,600,000 ohms becomes 4.6 meg ohms. 4,600 ohms would be written 4.6 k ohms or just 4.6 k.



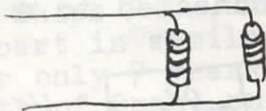
Resistors come in various wattages but mostly we will use  $\frac{1}{4}$  or  $\frac{1}{2}$  watt sizes.

If you don't have the correct size resistor, they can be added together like this...



#### Series Circuit

The total resistance is simply the sum of the individual resistances ( $R_t = R_1 + R_2$ )



#### Parallel Circuit

The total resistance is the product of the two resistances divided by their sum.

$$R_t = \frac{R_1 \times R_2}{R_1 + R_2}$$

That's all we really have to know about resistors for our purposes and that brings us to capacitors.....

Capacitors are devices for storing electrons and measured in farads. A farad is much too large a unit for us to use and we therefore use the terms microfarad ( $1\mu f = 0.000\ 001$  of a farad)

and picofarad ( $1pf = 0.000\ 000\ 000\ 001$  of a farad)

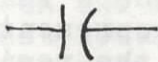
in most cases it is OK to use a capacitor that is fairly close to the required value. As the values of capacitors are printed on the outside casing, we don't need to remember a code such as we used for resistors. About the only thing that we need to watch for is the working voltage (also on the outside casing). Make sure that the capacitor has a rating higher than the maximum voltage level ! Certain capacitors, called electrolytics must be connected in the proper direction. (positive to the most positive connection point). Capacitors can be added together in exactly the same manner as resistors.

Here' how we draw a capacitor

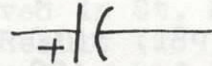


Here how we draw a capacitor

regular



electrolytic



VARIABLE



About the only other components we need to concern ourselves with are the diode (which will pass current in one direction only) it looks like this.....

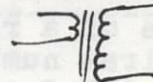


DIRECTION OF FLOW →

the transformer (used for increasing or decreasing the voltage of an alternating current circuit) and it looks like this....

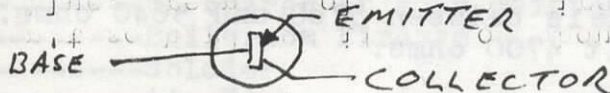


STEP DOWN



STEP UP

and the transistor which may be used as a switch or an amplifier. Don't worry about how it works, just wire it in to the project.



NEXT MONTH, A  
SIMPLE PROJECT

\* \* \* \* \*

One foggy night at sea, the captain of a ship saw what looked like the lights of another ship coming towards him. He had his signalman contact the other ship by light. The message was; "Change your course ten degrees to the south."

The reply came back: "Change your course ten dergrees to the north."

Then the captain answered: I am a captain, so you change your course ten degrees to the south".

Reply: "I am a seaman first class - change your course ten degrees to the north."

Captain: "I am abattleship - Change your course ten degrees to the south."

Reply: "I am a lighthouse - changecourse ten degrees north"!



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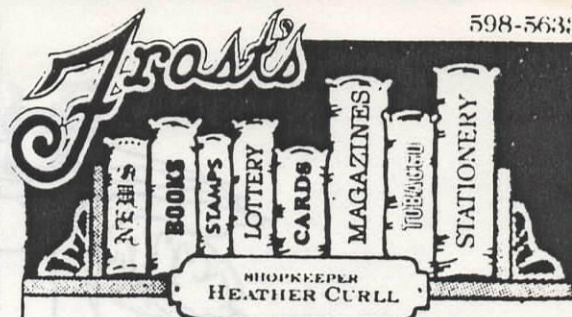


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*"Stop hanging around! When it's ready to be christened I'll tell you."*