
On the Ways

An upcoming event that is still in the planning stages is a "hobby show" at the Can-West Mall. This could be a real fun event and could also be a fund raiser for the club.

Another event still in the planning stages is a thank you supper for the Mitchel family sponsored by all three of the societies that are involved with the development at the Artifacts site. In case you are one of the people who don't know who the Mitchel family are, I will try to enlighten you. Willard Mitchel was the man who originally started the the Artifacts collection. His son Maurice is the gentleman who owns the earth moving equipment that all of us call on for our major projects and Maurice's son Dave is often the operator of that equipment.

EDITORIAL COMMENT

The year is coming to a close and this will be my last newsletter, I would like to say thanks to all the people who have helped in its production over the year. Particular thanks go to Harry for being so willing to help and assist for the last few months. It always seems that it is the most overloaded men who make time to do a little extra.

Our last year has been an extremely productive one. Our lake became a Viable operation and surprised many of us in that it held a navigable supply of water through-out one of the driest summers on record, considering that it was brand new in the spring. We were able to show many people the operation of our vessels on several days this year and I believe we impressed both groups of co-tenants on the site with our work and our willingness to let others "have a go" at controlling our models. We certainly have received excellent co-operation from both of these groups and I believe we owe them a big Thank You for their help and assistance.

We had an extremely good show at the hobby show this year. And when some of our members entered the model show in Nanaimo, we found that Victoria Modellers are pretty durn good, when you consider that past and present members of our group ran off with four of the top prizes. And when three of our members went to Vancouver to a regatta, one of them came back with a prize. So a pat on the back to all the above who went and competed and won.

But our best display had to be at EXPO. Did we ever do well! Six different times various members went and wowed the people from around the world. Now that is an accomplishment of note. Congradulations guys. All of us that went will have something to remember for a long time to come. One time in particular will always stick in my memory, Jim Holt and yours truly couldn't attend the first club attendance at EXPO, because we were attending the Mini Steam EXPO meet in Burnaby. We did have our boats along and floated them in the pond on site at the Burnaby Central Railroad, (You should have seen Valhalla rescuing Jim's Ranger from low hanging branches). But we didn't go there to operate our boats, we went to run locomotives and in the course of the weekend, we saw, ran, and enjoyed more steam models than I have ever seen collected in one place. It was such a noteworthy show that there was a six page write-up about it in Modeltec magazine, and there when I got my issue was a photo of yours truly, operating a locomotive in the grand parade. (I have had to buy a new hat, 2 sizes larger).

And this year I have had the chance to be your newsletter editor. Next year you will have to find a new person to fill this job, I will be unable to do it. After all the years of having served on the executives of various groups, I taking at least a year off. Of all the groups I have been with, this one is special. Of all the executive positions, being editor of the newsletter is probably the most rewarding and I would like to thank you for the privilege.

Ken

 THE STEAM CHEST

John Gough has come up with a problem with his throttle control for his soon to be re-converted to steam, model of the Waverly. Since I will have the same problem with my model of the Master, I will explain. The servos we want to use are the standard small servos and at higher steam pressures the force to move the throttle becomes too high. Also in at least my case I want to be able to operate both forward and reverse and speed control on one servo. Since this is not a standard steam operation I am presently working on a design for a "balanced" valve that will operate with steam pressure on both sides to keep the load on the servo to a minimum. I will keep you posted on how it works out.

Ken

 Electronic Gizmos

Recently I was making a study of the Ni-cad batteries that most of us use on our models. It seems that they have a tendency to develop Cadmium "whisker" internally if they are recharged without being fully discharged. This causes a "memory" to develop and eventually they will not accept a full ampere-hour charge. Inside of a year a 500 mah cell can drop to 300 mah. That means in laymans terms that we can end up with only being able to operate for a lot less time before our batteries "die".

But I have managed to get hold of a circuit diagram that will allow us to build a charger-regenerator that will eliminate this problem. It will also prevent over-heating and polarity reversal. I will get it checked out by a couple of our "resident experts" and if it works out I'll publish the schematic in the newsletter.

Ken

Prototype Ships

by Geoff Walton

CRUISER

Until the period shortly after the second world war, the term 'cruiser' was used to define a clearly understood type of fighting ship divided into two categories: 'heavy' - cruisers with a main armament of eight inch (203mm) guns and 'light' cruisers equipped with six inch (152mm) guns. Although it gun power rather than size that which determined the category, the heavy cruiser was usually in the 10/14000 tonnes range, while the light cruiser was often as small as 4,500 tonnes displacement.

The duties of the cruiser were many: she had to protect seaborne trade routes by escorting convoys, search for and attack commerce raiders, give protection from aircraft and submarines and form part of a defensive screen for larger warships such as aircraft carriers and battleships. For these duties she had to be equipped with a diversity of weapons; she had to be fast, and she had to be designed for spending long periods at sea without refuelling. Some of the wartime United States heavy cruisers remain converted to missile cruisers, and a small number retain their original gun armament as potential Fire Support Ships in reserve. Many light cruisers have similarly been converted, partially or wholly, for the use of guided missiles: surface-to-air guided missiles and new anti-submarine weapons that replace the traditional guns. The USSR is believed to be building two nuclear-powered battle cruisers and a number of gun/missile cruisers to add to their fleet of 6 in cruisers.

HELICOPTER CRUISERS

Although many warships of different types are now equipped with a helicopter landing platform, the helicopter cruiser is quite distinctive. The high flight deck is an unobstructed area extending to between one-third and one-half of the full length of the vessel.

BILGEWATER (REVISITED) (On the best? of Bilgewater)

Rumour has it that one of our members will be applying for a patent in the near future. It seems he has developed a wood magnet, his boat is irresistably drawn to wooden posts.

Russ has found a rather novel use for "that old abandoned hull" that is kicking around the shop. He uses his to catch the oil that drips from his car.

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 bouys, 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.

Seems that the engineer off of the Brentwood Bay Ferry, gave Harry's Ferry a prototypical run the other day. Bounced it off three of the four dolphins when he docked, and walked off shaking his head and muttering "Just like the real ones."

While I was quite open about my Pink Smoke episode, there seems to be one of our members who 'fries' speed controls and does his best to keep it a secret.

Two of our members are accused of standing by laughing heartily, as one of their models burned and sank.

By the way it has been proved that a transmitters batteries will be dead if the transmitter is left on during the trip to EXPO

One of the guys at Expo says we build our models too well, it rained and the capillary action held the containers on Harry's freighter down so tight he couldn't lift them off of the deck.

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.

And finally, if you want a smoke generator, I can tell you how to create a puff of PINK SMOKE. (rather expensive though at ~~10.00~~ a puff).

\$20.00

THANK YOU'S

Your editor would like to take this opportunity to say thank following people who served above and beyond the call of duty;

Harry Crosby for his excellent handling of the EXPO trips and

Fred Haire for his work on the Lake and the Library

Ron Armstrong for his worry over details and his comic bc'

Jim Holt, Russ Hayden, and Rob Woodward for the help

Dick Bryant for his attention to "detail" and his car

Geoff walton for his articles for the newsletter
the "booket"

Gord Fortner for his "scrounging" ability

and to all the rest of you, THANK YOU!

May your ships all float freely
May the winds all be sweet
May the storms all by pass you
May good luck ride your fleet.