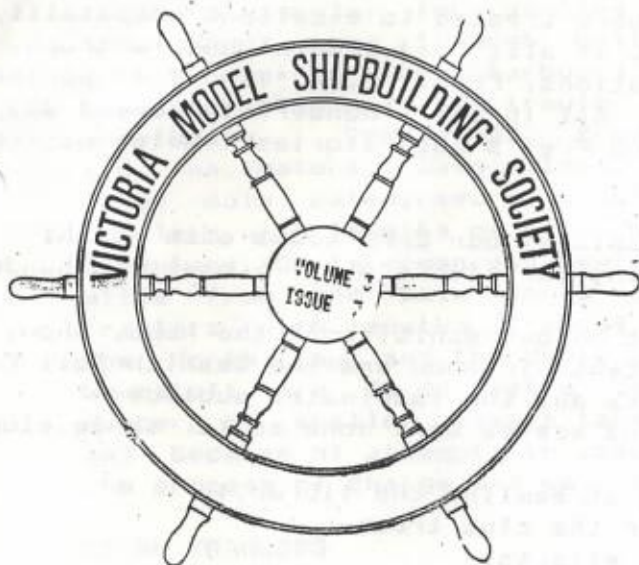


"THE BINNACLE"

SEPTEMBER - OCTOBER 1986



VICTORIA MODEL SHIPBUILDING SOCIETY 1986 EXECUTIVE

President....Ron Armstrong
Secretary....Dick Bryant
Librarian....Fred Haire
Director....Jim Holt
Director....Geoff Walton

Vice President....Harry Crosby
Treasurer.....Russ Hayden
Editor.....Ken Peterson
Director.....Gordon Fortner
Director.....Rob Woodward

CALENDAR OF EVENTS 1986

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

Oct 2	V.I.M.E. Annual General Meeting	Scout Hall, Marigold Ave.
Oct 9	V.M.S.S. October Meeting	Scout Hall, Marigold Ave.
Oct 4-5	V.I.M.E. FALL MEET	Victoria and Sidney Railway
Oct 12	V.M.S.S. EXPO SHOW	Vancouver B.C.

ANNOUNCEMENTS

October 9, 1986 - Mr. Marc Pakinham of the Canadian Coast Guard will give a talk and a Video presentation at the V.M.S.S. meeting.

EXPO - final trip October 12, 1986, call Harry if you want to be part of the show.

The Ormen Bayrit Loco Works will be attempting to keep its work load as light as possible this winter. Our priorities will come first and very few 'outside' jobs will be considered, let alone attempted.

EDITORIAL COMMENT

I am writing this on the first official day of fall, which to me means that most of us will soon be ensconced in our workshops for the winter, building our marine dreams. Just what are your plans for the up-coming building season, why not bring your plans to the November meeting and tell others about them.

Saturday and Sunday, Sept. 19 and 20, saw a lot of work done on our lake b, a very good turnout of our members. Fred had been there the day before and with some 'outside' help had things all prepared for us. We laid plastic and sandbags down as bank retainers both ways from the ramp. A very hearty pat on the back to all the fellows that turned out and worked. WELL DONE GUYS.

One more EXPO run Guys lets make it the best on of all.

KEH

Here are some members names to add to your membership list:

Johnston Don		114 west 19th, Port Angeles, Wash.	98352
Preston Chris	598-9943	#203, 1615 Seicher Ave.	V8R 4N2
Uhlmann Marty	592-2955	2303 Florence Street	V8R 5E7

talk and a Video presentation at the V.M.S.G. meeting.

EXPO - final trip October 12, 1984, call Harry if you want to be part of the show.

The Ormenen Bayrit Loco Works will be attempting to keep its work load as light as possible this winter. Our priorities will come first and very few 'outside' jobs will be considered, let alone attempted.

KRP

EDITORIAL COMMENT

I am writing this on the first official day of fall, which to me means that most of us will soon be ensconced in our workshops for the winter, building our marine dreams. Just what are your plans for the up-coming building season, why not bring your plans to the November meeting and tell others about them.

Saturday and Sunday, Sept. 19 and 20, saw a lot of work done on our lake by a very good turnout of our members. Fred had been there the day before and with some 'outside' help had things all prepared for us. We laid plastic and sandbags down as bank retainers both ways from the ramp. A very hearty pat on the back to all the fellows that turned out and worked. WELL DONE GUYS.

One more EXPO run Guys lets make it the best on of all.

KEN

Here are some members names to add to your membership list:

Johnston Don		114 west 19th, Port Angeles, Wash.	98352
Preston Chris	598-8943	#203, 1615 Balcher Ave.	V8R 4H2
Uhlmann Marty	592-2955	2303 Florence Street	V8R 5E7

FROM THE BRIDGE t. Ron Armstrong

Time out for a round-up of where we've been, what we're doing and what we're trying to do.

Harry, Fred and I went to the outstanding Pacific Rim Regatta in Burnaby, the weekend of July 19-21. Beautiful, hot weather, 100 models and contestants from near and far (San Francisco, Los Angeles), superb organization, a grand banquet and lots of camaraderie. We were treated to excellent hospitality by John Tarvin and Ian Godbolt. To top it all, Fred brought back a trophy! second in Semi-Scale Tugs. Congratulations, Fred. Even "Tin, Tin" performed honourably on the steering course! All in all a wonderful weekend despite having to cope with Harry's jokes and Fred's race stories ("Help, waitress, another beer!")

A tip of the "CAP-TIN'S" hat:

- to Harry, for a tremendous job of organizing our EXPO teams each month;
- to all EXPO team members who are showing our club's stuff proudly to hundreds of admiring visitors;
- to all the members who helped put on our exhibits at the Hobb, Chow, the Artifacts Society Summer Fair, the recent Air show and the Saanich Fall Fair. Work greatly appreciated by our co-tenants and the fascinated public;
- to Fred, Dick and Russ for the behind scenes work done so far in developing Sandhill Lake;
- to Fred for continuing his efforts to streamline the library;
- to Russ for so efficiently taking over the club treasury;
- to Gordon for his scrounging and P.R. efforts;
- to Geoff for putting together interesting presentations for everyone;
- and last, but by no means least, to Ken, our tireless Editor for putting out a superb product that does us proud. Well done, Ken.

RANDOM NOTES.

All club members are urged to make more use of our lake. Phone the Artifacts Society during the week to check if the site is open. If not, call Dick, Fred or Ken for a key. Weekends the gate is usually open for Artifacts members or Model Engineers. And while you're there, do a bit of minor maintenance: - weeding, rubbish removal, grass trimming etc.

So you think you've exhausted the joy you and your boat can have on the lake? No need to be bored with your 2-channel efforts. Make yourself regatta ready. You will be if you can answer these questions comfortably:

- How fast does my boat accelerate?
- How fast does my boat stop?
- What is my boat's turning circle?
- How can she go astern straight for at least 5 feet?
- Put your boat into a turn, close your eyes and predict where she will be in 30 seconds and what direction she will be facing.

Practice these manouvers, plus some difficult dockings and you will be making your 15 mile jaunt very worthwhile, just ask Harry, Fred or any other "regatta refugee".

Coming this fall are work parties at the Lake and a very interesting series of monthly lectures. Enjoy the rest of the summer. TTFN.

BILGEWATER

Our submariner (R.G.) seems to have joined up with a buddy, who ought to be able to get that pesky beast below the water. The buddy's name is David Jones.

One of our 'best' static modellers tried his hand at RC on Elk Lake the other day. Bill don't let the 'terrible trio' scare you out of the water, their barque is worse than their byte.

The nic-names in our group are getting outrageous, I mean 17 knot Harry, and 10-4 weren't bad. I even got a kick out of Steamer and Cap-tin. But I think some-one dipped pretty deep in the bucket over the last one to surface.

Seems some steamers are getting foot-itis...latest rumors tell of an eight foot long tug and a twenty or more foot launch. I wonder how big the servos will have to be on the rudders?

ADVERTISEMENTS

Wanted: Some person with expertise in the demolition of miniature ships... After Expo the SS Valhalla will have served her purpose and will be disposed of in an appropriate manner.... All suggestions will be considered....

Contact the G.B.L.W at 479-3773

TRAWLER

The trawler is engaged in all the year-round fishing often in some of the stormiest waters in the world, and must therefore be a strong, sturdy vessel able to work in the worst of weather. The side trawler has a pronounced sheer, a superstructure placed well aft and a clear foredeck fitted with compartments, or fish pounds, for sorting the catch. During the towing operations the trawl-warps pass through pulleys in the fore and aft galleys. Some trawlers have these on the starboard side only, and others on both sides. Another characteristic of the trawler is the powerful winch placed just forward of the wheelhouse. Present-day trawlers are well equipped with marine electronics, i.e. navigators, auto-pilots, radar, and sonar equipment for fish locating. Three main categories of trawlers operate from British ports. "Distant-water" trawlers with lengths of 50/85 metres fish mainly for cod in the Barents sea off Greenland, Spitsbergen and Newfoundland often making round voyages of up to 5000 miles from the main ports of Hull, Grimsby and Fleetwood. "Middle-water" trawlers with lengths of about 50 metres operate from Aberdeen and Fleetwood to the North Cape and the White Sea. "Near-water" trawlers based on Aberdeen and Lowestoft are 30/40 metre vessels mainly fishing the North Sea while a large number of smaller vessels take part in inshore fishing. For political reasons and because of attempts to conserve diminishing fish stocks, this pattern is in the process of change and many trawlers are laid up.

STERN TRAWLERS

Great improvements were made in working conditions with the introduction of the stern trawler on which the net with full cod is hauled inboard through the stern slipway. When the codline is released the catch falls through a hatch to the lower deck where the crew are able to sort, gut and box the fish under cover. This type of trawler is easily distinguished from the conventional side trawler by the stern opening with gantry above and tripod or twin masts from which the derricks and net-handling gear are operated. Furthermore, the stern trawler usually has twin funnels either on the superstructure or separate from it, amidships.

FREEZER TRAWLER & FACTORY SHIP

On the normal trawler the crew wash and gut the fish and then pack it on ice in boxes, where it will remain fresh for about fourteen days. The time which a vessel can remain at sea is therefore restricted by this limitation. The freezer trawler can remain at sea for many weeks longer than this as the catch is sorted, washed, gutted and then frozen into about 40 kg. blocks and retained at a temperature of about -20C. until port is reached. The fish is then thawed out and either sold as fresh fish or kept in storage. The fish factory trawler carries the work a stage further while still at sea. The catch is not only cleaned and gutted but also filleted, skinned and processed ready for the market. This type of vessel must, therefore, be larger to accommodate the extra machinery, refrigerating plant and processing machinery. The greater part of the catch is treated in this way while some is converted into liver oil; offal and small fish are turned into fish meal. Vessels are equipped with a large refrigerated hold, fish meal and fish oil tanks, a full equipment of headers, filleters and skimmers, fully automatic freezing plant, a closed circuit television to monitor both the fishing operations on deck and the processing below decks.



— AND FRED SAID
"I'LL HOLD THE
STAKE & WHEN
I NOD MY HEAD
YOU HIT IT"

Please note the frequencies listed below are legal as of the present day. The only changes to be made in 1988 that affect our bands, are the present "dual" band frequencies for any type of model. I have been asked to remind you of some aircraft types that if we have frequency problems, we ask someone with a tug to go rescue our model; while they have to stand and watch as many hours of work does strange things on its way, to its final resting place, (none of them as yet have figured out how to build a flying tug).

All kidding aside, I feel that since we are operating in the wrong in many cases, we should be ready to see if we can abide by the rules before we cause a crash of some expensive airplane or helicopter model. If that happened to someone who had an axe to grind, we could find federal authorities descending on us like a pack of locusts. Frequencies can be changed, Dale Snowden at Royal Oak Hobbies can make the arrangements or talk to Fred Haire, he had his radio converted over; and I understand that the cost is not all that great.

Frequencies to be used for control of aircraft models

72 Mhz

01, 03, 05, 08, 11, 13, 16, 19, 21, 24, 27, 29, 32, 35, 37, 40, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 72, 74, 80, 84, 87, 89, 91, 93, 96, and 99.
eg. 72.05 or 72.32

Frequencies to be used for control of models other than aircraft

75 mhz band

75.41- 75.99 (odd no. frequencies only)

Frequencies presently in use for any type of model but being phased into aircraft only designation April 1st 1988:

72.16, 72.32, and 72.96 mhz

Also available

26.995, 27.045, 27.095, 27.145, and 27.295 (these frequencies are uncomfortably close to Citizen band radio frequencies and could cause future problems with interference.)