



# The Binnacle

Victoria Model Boats  
Victoria, B.C.



Victoria Model  
Shipbuilding Society



Ken Lockley's YAG Build

Mike Creasy  
Christmas at the Pond.



Bellerophon  
Part 3.



Time to light up Christmas, Saturday.



Links  
Useful and Otherwise





## From The Bridge

Hi Everyone,  
It's almost here, Christmas, and I wish you all the modelling goodies your hearts could desire. Coming right up we have our Christmas dinner this week, just a time to be together with our friends and talk a little about boats while our spouses wonder if we'll ever stop.

But also, on Saturday, we have the Light-up Parade at the pond. We just bring any boats we can to the pond, lit up with anything we can get or invent, and have fun trying not to bump each other as darkness falls. If you have lanterns we can use to light the pathway as well, please bring them.

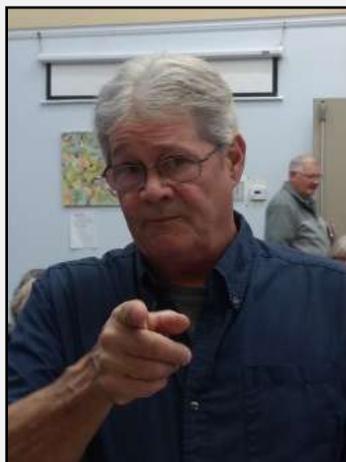
Gather any time after 4 pm. and we'll try to get everyone on the pond at around 5.

In the New Year, we'll start at the January meeting to try to plan ways to make the Club more fun and more interesting for all of us. Please try to turn out in spite of the cold and weather, and contribute ideas.

We have decided to run the March general meeting as a major chance to clean out your modelling shop and mess it up again with different stuff.

Happy Christmas!

Mike.



## 2018 Executive Committee

<i>President: Mike Bush</i>	<i>418-5527</i>
<i>Vice-Pres: James Cox</i>	<i>382-3266</i>
<i>Secretary: Vacant</i>	
<i>Treasurer: Mike Creasy</i>	<i>888-4860</i>
<i>Director @ Large: Bill Andrews</i>	<i>479-2761</i>
<i>Show Coordinator: Vacant</i>	
<i>Binnacle Editor: Edward White</i>	<i>385-6068</i>
<i>Quartermaster: Bob Rainsford</i>	<i>383-2256</i>
<i>CRD Liaison: Adrian Harrison</i>	<i>592-4232</i>
<i>Parks Liaison: Mike Claxton</i>	<i>479-6367</i>
<i>Sailing Director: Peter Stevens</i>	<i>656-8999</i>
<i>Membership: Bev Andrews</i>	<i>479-2761</i>
<i>Facebook: Rick Gonder</i>	<i>744-8610</i>

*All above area code (250)*



## ON THE RADAR

Upcoming Events

**Christmas Dinner, St. Peter's Hall, Thurs. 13th.**  
**Christmas Light-Up Parade, Harrison Pond, Sat. Dec. 15th. 4pm onwards.**



**Meetings: Second Thursday 7:30-9:30**  
**St. Peter's Anglican Church, Lakehill**  
**3939 St. Peter's Road**  
**Upcoming meeting: December 13th.**



**POWER: Sundays 10-12**  
**Harrison Model Yacht Pond (HMYP)**  
**Dallas Road at Government Street**



**SAILING: 1st. and 3rd. Sundays**  
**Beaver Lake**



**LANGFORD LAKE**  
**Wednesdays 9:30**  
**Langford Lake, Leigh Rd. at Trillium**

**Victoria Model Shipbuilding Society  
General Meeting - November 8th, 2018**

- Call to order: 7:30 pm by President Mike Bush
- Health & welfare: Barry Fox has advanced pancreatic cancer and is undergoing chemo.
- New members: Janusz Kosciak
- Financial report: Mike Creasy gave an update on the financial picture. The 2019 membership dues will promote some extra cash flow to the club. A large expense the club had this spring was the new "bylaw and constitution." The price for preparing, copying and registering the documents was \$620.00
- Old business: In 2019, membership dues will be \$50.00 for a single and \$60.00 for a family.
- Bill has the Christmas dinner tickets. The date is December 13th, 2018. They are \$30.00 each. The last day tickets can be purchased is Dec. 6th. After this date the count has to go into the caterer.
- Upcoming events: On December 15th @ 4:00 pm there will be the annual "light up display" at Harrison pond.
- In February 2019 a "swap and shop" is planned. More information to follow.
- Miscellaneous: Election of Officers for 2019 are as follows:
- President - Mike Bush
  - Vice President - Jim Cox
  - Treasurer - Mike Creasy
  - Secretary - Vacant Position
  - Director at Large - Vacant Position

**New Appointments:**

Model boat registry - Dave North

Awards - Rick Gonder

**Show & Tell:**

Harold Lacy - showed a nice planked hull he's working on.

Bill brought in two jet stream boats that have been donated to the club. One was sold at the meeting for \$20.00. The other one will go on the VMSS website.

**50/50 Draw:**

Small tool set won by Elgin Smith.

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**November Show and Tell.**

Harold Lacy and his scratch designed and built cedar hull. This is entirely from wood Harold was given by a friend. It promises to be one of the prettiest boats on the pond when he gets it finished.

**WANTED**

Rick Gonder is looking for a Riva/Chris Craft or similar style runabout. Will consider finished/unfinished but prefer one with electronics installed. Will look at anything.

Rick is also looking for R/C outboards.

Contact Rick at (250) 744-8610 or [rick21142@shaw.ca](mailto:rick21142@shaw.ca).

NEXT BUILD;

by Ken Lockley

December 2018



Many of you will remember these fine little vessels, used for training in the Gulf of Georgia and Gulf Islands. The Navy had 10 of them built locally in 1954. Four at what is now known as Silva Bay Shipyard and six at Star Shipyard in New Westminster. The ships had 50 years service providing training for Sea Cadets and Reserve Officer training.

With a length of 75 ft. and beam of 18ft, with a twin screw operation using GMC 671 diesels and a cruising speed of 10-12 knots. They could easily handle 12-16 on board. In our boating days we often saw them tied up for the night at the Bedwell Harbour Customs dock.

The appeal for me to build a model, first was Ron Hillsden handing me a set of plans and second the fact that it is an all wood boat, yellow cedar keelson and frames with planking being red cedar, which is what I have used on my 29 inch model. This size is large enough for "Harrison" and also our club pond.

Lets start construction;

A couple of early shots



Using diagonal planking for first layer and finishing with horizontal planking as shown in picture 2. There's a two part filler used in low areas.



Gluing the deck down with Tight Bond Green glue, the product used throughout the wood construction. The next shows the rudders, steering arm . The shafts are stainless with home made stuffing boxes. Propellers purchased at Burnaby Hobbies during a recent trip to the mainland.



These four pictures show construction of the rear and front deck house as well as the wheel house. All styrene construction from the deck up. The boat is very light at this point in construction just under four pounds. Next is bathtub testing and getting the vessel near it's designed waterline.





## 'Twas the Night.....

'Twas the night before Canwest, when all through the house  
Not a creature was stirring, not even a mouse;  
The stockings were hung by the chimney with care,  
In hopes that St. Nicholas soon would be there;  
The boaters all nestled up snug in their beds,  
While visions of clean water danced on in their heads;  
And mamma in her 'kerchief, and I in my cap,  
Had just settled down for a long winter's nap,  
When down on the pond there arose such a clatter,  
I sprang from the bed to see what was the matter.  
Away to the window I flew like a flash,  
Tore open the shutters and threw up the sash.  
The moon on the breast of the new-fallen snow  
Gave the lustre of mid-day to objects below,  
When, what to my wondering eyes should appear,  
But a big flock of geese, with a s\_\_t-load of gear,  
With a little old driver, so lively and quick,  
I knew in a moment it must be St. Nick.  
More rapid than hydros, those big geese they came,  
And he whistled, and shouted, and called them by name;  
"Now, Dasher! now, Dumper! now, Pooper and Pissen!  
On, Comet! on Crapper! on, Plopper and Drippen!  
To the top of the pond! to the top of the wall!  
Now poop away! poop away! poop away all!"  
As dry leaves before the wild hurricane fly,  
When they see a clean sidewalk, they pile it high,  
So up to the house-top the big geese they flew,  
With the sleigh full of toys, and St. Nicholas too.  
And then, in a twinkling, I heard on the roof,  
The thumping and bumping of each little loaf.  
As they covered my shingles (each one weighs a pound),  
Down the chimney St. Nicholas came with a bound.  
He was dressed all in fur, from his head to his foot,  
And his clothes were all tarnished with feathers and poop;  
A bundle of boats he had flung on his back,

He looked just like a modeller when opening his pack.  
His eyes -- how they twinkled! his dimples how merry!  
His cheeks were like roses, his nose like a cherry!  
(He'd been sniffing the glue on his workbench a-ow),  
And the beard of his chin was as white as the snow;  
A blown out fuse he held tight in his teeth,  
And the smoke from short-circuits rose up like a wreath;  
He had a broad face and a little round belly,  
That shook, when he laughed like a bowlful of jelly.  
He was chubby and plump, a right jolly old elf,  
And I laughed when I saw him, in spite of myself;  
A wink of his eye and a twist of his head,  
Soon gave me to know I had nothing to dread;  
He spoke not a word, but went straight to his work,  
And filled all the stockings; then he turned with a jerk!  
And laying his fingers aside of his nose,  
He sprang to his sleigh, ere that stench it arose.  
And then to his team he gave a great honk,  
And they let fly all with more droppings, kerplonk!  
But I heard him exclaim, ere he drove out of sight,  
"Happy Christmas to all, and to all a good-night."

**Mike Creasy**



### **Bellerophon Part Three**

#### **From the Nile to Trafalgar. 1799 to 1805.**

A further eight men died of their wounds in the next week in Aboukir Bay. But Bellerophon was jury rigged under Darby's leadership and, in company with HMS Majestic, towed the captured Spartiate to Gibraltar. She was refitted in Gibraltar and attached to the squadron at Minorca until she returned to Portsmouth in April 1800.

In May 1800 she was paid off and was then docked for a major refit in September. Darby went on to command a new 74, the Spencer, and progressed to Admiral in 1819 and was knighted in 1820.

Bellerophon was re-commissioned in August 1801 under command of Captain Lord Garlies and rejoined the Channel Fleet, back again to her old beat, blockading Brest. Garlies stayed only until 25th. of November, when John Loring, who had previously had the acting-captaincy of Bellerophon in 1796, came back to take full command.

So it was Loring who was to take the ship to the West Indies, to join Admiral John Duckworth's Jamaica squadron. She sailed from Torbay on 2nd March, along with 5 other ships of the line, and made a great passage, arriving off Barbados on the 27th.

But by that date Britain and France had been at peace for two days, the Treaty of Amiens was signed on the 25th of July. Why then had the Admiralty sent such a powerful force to the Caribbean?

Well, Nelson's victory at the Nile had left Napoleon marooned in Egypt with a French army of 30,000 men, so he set out to make a great French Empire based on Egypt. He didn't succeed, but he did leave a major legacy in the form of the Institute of Egypt. Here French scholars uncovered and revealed to the whole world the wonders of ancient Egypt, above all they found the Rosetta stone and with it deciphered the ancient hieroglyphs. We owe to Napoleon the exhibition we can see in the B.C. museum right now and for the rest of the year.

But while he was busying himself in Egypt the French Republic was falling apart. The economy was collapsing, and a new coalition of Austria, Russia, and Britain was threatening the French borders. With the Royal Navy firmly in control of the Mediterranean, he could do nothing about re-patriating his army, so in August 1799, just a year after the Battle of the Nile, he abandoned his soldiers to fate and took aboard a frigate to return to France.

He got back to Paris on the 16th, October, organized a coup, disbanded the ruling Directorate, and declared himself First Consul of France. He set about rebuilding the French economy and armed forces and the following June, saw off the Austrian threat in Italy at the battle of Marengo, and then in December General Moreau led a French army to another major victory at Hohenlinden.

But Nelson had consolidated Britain's command of the seas at the battle of Copenhagen on 2nd April 1801, and it suited both France and her enemies to pause the hostilities and regroup. Negotiations started in the summer of 1801, and by the time of the treaty the next year, they involved a lot of concessions by both sides. But the French team, Talleyrand and Napoleon's brother Joseph, seem to have been a bit ahead of Britain's Charles Cornwallis.

So neither side had any real intention of keeping the peace long term, and the Admiralty

wanted strength on the other side of the Atlantic to safeguard trade both with the West Indies and with the remains of British North America. (That's us!)

So Bellerophon actually got to spend a month in Canadian waters in the fall of 1802, based on Halifax. But by the end of November she was back with the squadron in the Caribbean, and spent the next 6 months on routine patrols.

Napoleon was not idle while the peace with Britain lasted. He had annexed Elba and Piedmont, and invaded Switzerland. And, most significantly, he had set up a major shipbuilding programme, both warships and landing craft, in preparation for an invasion of Britain. Britain had retaliated by delaying the evacuation of Malta, due under the treaty, and started raising men for the army with two Militia acts.

Britain declared the resumption of war with France on the 16th. of May 1803. As soon as the news reached Jamaica the squadron went on the offensive. Bellerophon was to see three actions before the end of her Caribbean time. The first was the capture of a French corvette and a brig, the second the capture of the 74 gun *Dusquene*, and the third the capture of an American schooner in March 1804.

On the 17th June 1804 Bellerophon set sail to leave the West Indies, escorting a convoy of 178 ships back to Britain. The crew and officers must have been much relieved. Although they had lost only one man in battle, they had suffered the tropical diseases endemic to the area. Over the whole period of the French Revolutionary and Napoleonic wars, the Royal Navy lost some 100,000 men. Only 1500 of these were battle casualties, 12,000 were from shipwreck or similar disasters, 20,000 from shipboard and dockside accidents, and 65,000 from disease. Deaths from scurvy had been largely eliminated by the issue of lime or lemon juice after 1795, but malaria and yellow fever in the West Indies still had death rates of half or more.

The convoy reached anchor in the Downs on 11th. of August, and Bellerophon returned to Portsmouth for a thorough overhaul. As soon as that was complete, on the 8th October, she was straight back to the old familiar duty, off Ushant, blockading Brest.

And there was good reason to do so. Napoleon had 114,000 men, the Grand Army, in camp in the hills above Boulogne, there were more than 1,000 gunboats and landing craft available. He needed now to find a way to get naval command of the Channel for a day or so, and he would, in his own words, "put an end to the future and very existence of England".

He evolved his "Grand Strategy" for 1805. The French fleets were to escape from their harbours and cross the Atlantic to attack the British possessions in the Caribbean. This would force the British to send a large proportion of their ships to follow the French and try to defend their islands.

But the French fleets were to join up in the West Indies and immediately sail back to the English Channel, where their then superior force would be able to sweep the remaining British ships out of their way for long enough to launch the invasion. Once the Grand Army was landed in England their invincible soldiers would conquer in a matter of weeks.



In January a French squadron managed to escape from Rochefort, south of Brest, and sailed for the West Indies. Villeneuve also tried a sortie out of Toulon with eleven ships of the line on January 14th. but was driven back by bad weather.

Then on 30th. March Villeneuve succeeded and got to Cadiz, where he ordered some of the Spanish fleet to put to sea and follow him to Martinique. He arrived there on the 14th. May and the Spanish followed two days later. Nelson, with the Mediterranean fleet, came after him and arrived at Barbados on the 4th. of June. The Rochefort squadron had already captured Martinique and three smaller islands and returned to France.

On the 8th of June, Villeneuve learned from a captured merchantman that Nelson was in the West Indies, he abandoned the idea of capturing Antigua and headed back for home. Nelson, chasing him up the chain of Islands, was four days behind him at Antigua, but Villeneuve was gone.

Villeneuve was off Cape Finisterre (the north-west corner of Spain) on the 22nd. of July and encountered a British fleet of fourteen ships of the line under Vice-Admiral Calder. At this point Villeneuve had twenty ships of the line, six Spanish and fourteen French together with seven frigates and two brigs.

In misty conditions the two fleets closed and a very confused action ensued. Calder captured two Spanish ships but broke off the action at 8.25 pm, intending to continue the battle next day. However daybreak found the fleets 17 miles apart and Calder was reluctant to attack a superior force with damaged ships and the two Spanish prizes to be guarded. Villeneuve attempted to close with Calder but very light winds meant it took all day to come up to Calder. Villeneuve decided to leave it another night. Next morning a change in the wind put him to windward of the British, but Villeneuve chose to turn away to the south and put into Ferrol and then on to Corunna.

In Corunna on August 1st. he got direct orders from Napoleon to go immediately to Brest and join the Brest fleet in a break-out for the Channel and Boulogne. But perhaps believing a report of a superior British fleet in the Bay of Biscay, he decided to return to Cadiz.

At this point I should backtrack to Bellerophon, blockading Brest. On 24th. April 1805 Captain Loring brought her into Plymouth for water and provisions and was there replaced by Captain John Cooke. When news of Villeneuve's break-out of Toulon reached England at the beginning of May, Cooke and Bellerophon were ordered to join a squadron under Vice-Admiral Collingwood and head for Gibraltar. They arrived off Cadiz on the 31st. of May to find Villeneuve and Nelson gone for the West Indies. Collingwood and his squadron took station off Cadiz to keep watch on the remaining Spanish fleet. There they stayed, using Gibraltar as a base, and patrolling the Straits and the western Spanish coast.

Nelson returned to Gibraltar on 20th. of July, exhausted by two years continuously at sea and discouraged after his double Atlantic crossing. He turned over command of his fleet to Collingwood and returned to England to recuperate.

Villeneuve arrived off Cadiz on 21st. of August. On that day Collingwood had only three ships of the line, a frigate and a bomb vessel off Cadiz, the rest being in Gibraltar or on patrol up the coast.



So when he saw Villeneuve's thirty ships of the line bearing down on him, he had no alternative but to get out of the way and they entered Cadiz. Collingwood resumed his station outside Cadiz harbour and set about getting reinforcements, signalling to an imaginary fleet beyond the horizon in the meantime.

Bellerophon returned from Gibraltar on the 23rd of August and resumed the blockade with Collingwood. The Admiralty, hearing the news, despatched Nelson with orders to engage and destroy the combined fleets of France and Spain. When Nelson and the Victory arrived off Cadiz on the 28th. of September, England had twenty-seven ships of the line ready and impatient for battle. All of the men knew of the invasion threat, and all knew that they needed to destroy the French and Spanish ships to prevent it. They had the most popular and successful admiral in history leading them, and they knew better than any other seamen in the world how to sail and fight their ships.

Napoleon, totally frustrated by Villeneuve's failure to support his invasion, sent Admiral Francis Rosily to replace him. That would have left Villeneuve in complete disgrace, likely facing trial, and he knew that he had to take the fleet to sea and to battle before Rosily arrived. So on the morning of the 19th. of October he set sail.

It was two mornings later when the two fleets were close enough to commit to battle. At 6 am. Bellerophon's first lieutenant was roused from his bunk by his friend Overton, the ship's master, "Cumby, my boy, turn out. Here they are, all ready for you, three and thirty ships of the line, close under our lee."

The French fleet filled the eastern horizon, about twelve miles from the English. The winds were light, so it would be several hours before the battle started.

At 8 am, after breakfast together, Captain Cooke shared with Cumby and then with Overton, Nelson's memorandum on the order of battle. Two lines to attack the French Fleet, Nelson and the Victory leading the windward line, Collingwood in the Royal Sovereign the leeward. They were to break through the French line, and destroy the centre and rear of the combined Fleets before the leading ships could return and support them. Bellerophon was to be the fifth ship in Collingwood's division.

At 11, there was still some three miles between the fleets and Cooke ordered a meal to be served to both crew and officers. So when, at 11.30, Nelson raised the most famous signal in British naval history, "England expects that every man will do his duty!", it was the 19 year old signals midshipman left hungry on the poop deck who saw and deciphered it for Bellerophon.

{Sometimes history just soars for me, because the young man's name was John Franklin. (Cue Stan Rogers, North West Passage). This was the same man whose wrecked ships Erebus and Terror, Parks Canada has just found in the Arctic, with Inuit help.}

At 12.30 it was Bellerophon's turn to cut through the French line astern of Monarca, to whom Bellerophon delivered two devastating broadsides and three salvos from the carronades on the upper deck. But in the smoke Bellerophon was too late to avoid collision with the French ship L'Aigle and their yards entangled. L'Aigle was taller than Bellerophon and had 150 soldiers aboard who started to sweep Bellerophon's deck with musket fire. Three other ships joined the fight, the Spanish

San Juan Nepomuceno and Bahama, and the French Swiftsure. Captain Cooke was killed by musket fire at 1.11 and at almost the same time Overton's leg was shattered. Cumby took over the command with the top deck a total shambles, two topmasts down and only a few seamen left alive on deck. Cumby ordered these survivors below and rallied some men under the half deck to prepare to repel boarders. He personally grabbed a grenade from the gangway and threw it overboard before it exploded. They were so closely entangled with L'Aigle that there was hand to hand fighting through some of the gunports, crews grabbing the ramrods of the opposing ship.

But amazingly, discipline held on the gun decks. Bellerophon's guns continued their punishing rhythm, and the 32 pounders slowly silenced their opposite numbers on L'Aigle's lower deck. At 1.40 pm. L'Aigle's crew hoisted their jib and slowly pulled clear, enduring more raking fire from Bellerophon as she went. Bellerophon was still almost unmanageable from the damage, but as the smoke cleared Cumby saw that Monarca was drifting close nearby with her colours down and had the presence of mind to send a prize crew to capture her. Cumby set the crew to clear the wreckage and bring order back to the deck while the surgeon had to take over the Captain's cabin to have enough space to carry on necessary amputations.

At 4 o'clock Cumby spotted five ships from the enemy van tacking and then escaping to windward. He cleared the Captain's cabin again and fired every gun that could be brought to bear. One of the five, a Spanish two-decker, was cut off and surrendered to the Minotaur, but the other four did get away. Just after 5 o'clock Bellerophon's guns stopped and the battle was effectively over. At 5.30 Bellerophon took possession of another prize, the Spanish Bahama, which had engaged her earlier.

As the smoke slowly cleared, it was clear that the Navy had won a huge victory. Nineteen of Villeneuve's ships of the line had surrendered. But as dusk fell, Cumby and his crew saw that Collingwood had shifted his flag to the frigate Euryalus and that Euryalus was carrying the lights of the Commander in Chief while Victory carried none. They understood then that Nelson had fallen.

Cumby and Bellerophon worked on through the night to clear damage and repair the rigging. By the following morning they were able to jury rig the topmasts and set sail. That was just as well, because by the evening it was evident that a major storm was coming in. Just before dusk they paused for Cumby to conduct a funeral service over the bodies of Captain Cook and Overton, commit their bodies to the sea, and to mourn all those they had lost. Out of a crew of 540, twenty seven had been killed and 123 wounded.

Three times now Bellerophon had been right at the heart of a major sea battle, facing and beating heavy odds, dogged, disciplined and unyielding.

Edward.

## Links and Such.

I am going to try to keep this as a regular feature. It'll be just a simple list of internet links that are of interest to model boaters. Some should be directly useful, like web sites for suppliers, some social, like the ways to contact other model boat clubs, and some that might just keep you amused for a few minutes. I would appreciate it very much if, when you come across an item on the internet that you like, you will email me with the URL. (that's the thing starting with <http://> up in the top line of your web browser. I'm on [edwud72@gmail.com](mailto:edwud72@gmail.com).

Edward.

This first is just because it's beautiful. And to remind us that life can be simpler.  
<https://www.bbc.com/news/av/world-asia-46423181/malay-jongs-the-joy-of-tiny-traditional-sailing-boats>.

The second is our neighbours across the ferry, Burnaby Association of Marine Modelers.  
<https://www.bammrc.com/>

<https://www.youtube.com/watch?v=yUyo025f63M> is a YouTube video of the BBC Chronicle programme about the Great Britain. We picked this up from the Tugs, Towing and Offshore Newsletter article about the same ship. <http://towingline.com/> will get you to the website, just click on the big title to get to the newsletter article archive and learn everything about tugs and towing. The Great Britain article is a special in the 2018 archive. They are using Google Drive to make the whole archive available.

<https://hobbyking.com> is Hobbyking, a mail order supplier of all sorts of hobby parts. They are Hong Kong based, but also have a warehouse in the U.S. They impressed the hell out of Mike Creasy last week when he ordered an electronic switch from them on Tuesday night, (paying for a courier delivery because of the Canada Post troubles) and had it to show us on Thursday evening.

<http://www.sailsetc2.com/store/> is a site in Britain run by Graham Bantock, probably the world's top radio sailor. Not too cheap, but the right place for specialist gear for model racing yachts.

<https://www.sarikhobbies.com> seems to be the current operator of the old Model Boats Plans Service in the U.K. One of my favourite browsing sites, the plans date back to before I was born. I still have a copy of the paper plans catalogue from my teen years. My current build, Highlander, is an A class yacht designed in 1972, it's numbered MM482 and currently selling, the plan, for twelve pounds fifty.

Allright, that's a few I know of for now. I have to work on a better format for this page, and its counterpart on the website. I will keep a record of any other links that you send me, it'll be one of the best ways of making the website useful for new members.

Edward.



The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

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