

Sept. 2018 Volume 40 Issue 9



# THE BINNACLE

Victoria Model Boats  
Victoria, B.C.



Saanich Fair



Claxton's  
Road Trip

Ron Armstrong's Club History  
Part Two



Arnold and the Helicopter

Mike Creasy  
The Cost of a Park



<http://www.vmss.ca>



**From  
The Bridge**

Hello Everyone,

Well, the Saanich fair has come and gone again for another year. I think it was a complete success.

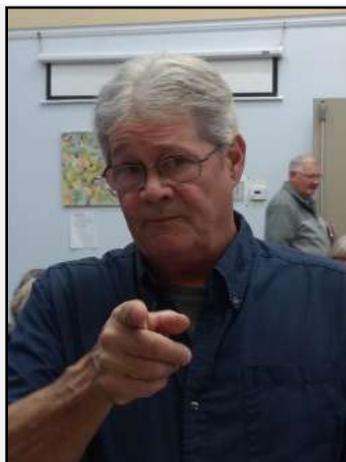
We saw some old friends and past members, got some kids wet, gave away a bunch of juice boxes, and made a little money.

That just about wraps the events for the year, there's just Christmas left so we can all concentrate on going to the pond and running boats before the weather changes.

Just a reminder that we are looking for ways to make VMSS some money, so if you have any ideas we would like to hear from as many as possible.

And with the bad weather coming and building season we hope to see more projects at show and tell at the meetings.

Happy Sailing,  
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: Bev Andrews</i>	<i>479-2761</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>All above area code (250)</i>	



**ON THE RADAR**

Upcoming Events

**Just come and join us at the pond or either of the Lakes. And, of course, at the monthly meeting.**



**Meetings: Second Thursday 7:30-9:30**  
**St. Peter's Anglican Church, Lakehill**  
**3939 St. Peter's Road**  
**Upcoming meeting: September 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 August 9th, 2018**

Call to Order: 7:30 pm by President Mike Bush

New Members: Jeff Apolinario

Health & Welfare: Nothing to report

Financial Report: Mike Creasy presented the current financial picture. Raising membership fees from \$35.00 to \$50.00 for single members and from \$50.00 to \$60.00 for a family membership. Also looking at raising price for Christmas dinner. Possibly lowering rate for new members for first year of membership. These changes will be discussed further by the new upcoming executive.

Sailing Report: Barry reported that Beaver Lake is not useable at the present time due to weeds. Barry goes up to Nanaimo sailing and indicated if anybody would like to join him, let him know.

Show & Tell: Arnold McCutcheon - still building a boat from miscellaneous parts that were donated to the club by Dave Denton's wife Marian.

Ron Armstrong showed three of his boats that he's working on. A Canadian Torpedo Boat, A landing craft from Sicily, and a BC Forest landing barge.

Ken Lockley showed a hull he's working on.

Unfortunately Ed White wasn't at meeting so there were no photos taken.

Miscellaneous: It was suggested that we put an ad on "Used Victoria" in the clubs section in hopes of generating more new members.  
Secretary Bev will follow through.

Meeting adjourned at 8:40 pm



The Saanich Fair

Our work for the Saanich Fair started on Thursday 30th. August with the setup of the pond and the show tables.

It is made a lot easier by the pond walls being there permanently, and, in addition, by our own actions this year in purchasing a simple tarp rather than the full-weight pond liner we have used in the past.

The tarp won't last as long, but it's not costly either. Definitely looks like the way to go for the future. We are none of us getting any younger, and heavy physical labour is not getting easier.

That said, the set-up was completely finished by 11:30, boats in secure storage right next to the pond in the janitors' room, and the crew away to lunch or the rest of their day.



The fair itself was Saturday, Sunday, and Monday, and we kept the display going each day from 9 till 5. By far the most popular thing we did was run the hourly rubber band paddle boat races for the kids, giving juice boxes as prizes to those whose boats made it to the far side. We mostly let the kids have a little extra fun time with the paddle boats after the race, we need to discipline ourselves a little more tightly on this, there were times when the kids were getting out of control, and we need to make expectations clear to be fair to everyone.

The rest of the time the pond was free for any of us to run models, and to interact with the onlookers as appropriate. There were certainly plenty of questions from visitors, and fun to be had making the models "inspect", hose down, or pretend to shoot at, those by the ponds side.



The model boat hull in the pond as a donation box to throw into was successful, and the added incentive of winning a juice box if you rang the bell definitely wheedled extra quarters out of a lot of parents.

(Bismark ignoring no smoking sign)





Anyway, a whole lot of people came and saw what we do, and we left as a club some \$570 better off than we arrived. I personally very much enjoyed the rest of the fair while I was there, not least for seeing the great work that the farming community is prepared to put in on their animals. So many beautifully kept animals, evidence that farming as a way of life is still alive despite the reputation of agribusiness.



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### Missing, in action or otherwise.

We've lost track of two club boat models, the Red Herring and the Eileen, both around two feet long, small coaster/freighter types. Can any of you locate them? Or tell rumours of their fate?

**The Froebe Helicopter.  
A story of legacy from Arnold.**

## **The Froebe Helicopter**

The Froebe Brothers, Nicholas "Nic" (1910-1959), Douglas "Doug" (1912-1994), and Theodore "Deed" (1914-1943) moved up to Homewood, MB in 1921 with their family from Chatsworth, Illinois. In Illinois they lived close to an airport and were mesmerized by the new flying machines. The Wright Brothers had only taken flight in 1903 and flying was in its infancy. The Froebe Brothers were busy building various powered snow machines and other ground apparatuses when they decided in 1927 to send for blueprints of a "Heath Parasol" airplane that was available from Chicago. They assembled it with the help and tutelage of their trusty "Mechanix Illustrated" magazine. They spent some time learning the fine points of engine torque and balancing of the aircraft. It was a little underpowered and ended up piled into a fence.

In 1931 they went up to Brandon and bought a "Barling" airplane that had been burnt. After rebuilding it they took it into Winnipeg to the Winnipeg Flying Club and took lessons on how to fly it. However before they got to fly it too much a chap came out from Winnipeg and cracked it up on them in February 1933. This got them thinking seriously in terms of a helicopter.

While the Americans and the Germans were working on a helicopter using corporate and government monies three adventurous young (early 20's) men were working in their small farm shop during the height of the depression with very little money, an oxy-acetylene welder, a used lathe and several small tools. Out of their minds and through their hands came a flying instrument that still, to this day, amazes aeronautical engineers with its futuristic mechanisms.

This all done with their limited education (none of them had finished high school) and their dreams of flying into the bright blue skies of Manitoba.

At this point in time there were still those who swore that vertical flight was impossible. Undaunted they sat down to develop and build Canada's first helicopter to get off the ground. As there was very little money around during the depression of the 1930's, they scavenged parts as they could. Rudder pedals were Model T Ford accelerator pedals. The collective control was a Model T Ford tire jack. The engine, a D.H.Gypsy #737, was acquired from Chas. Babb of Los Angeles, CA (largest used aircraft parts dealer in the world at that time) in January 1938 with 14.25 hours logged on it for \$ 100.00. It was connected to a transmission constructed of crown gears and a pinion from a Chevrolet.

Counter-rotating rotors, one above the other, were used to resolve the issue of torque, which they had realized during their airplane testing, would

be a considerable problem. Collective pitch control by use of a handcrank changed the pitch of both rotors, while cyclic control was used on the lower rotor. Directional control was achieved by the control of torque, increasing the pitch on the top and decreasing the bottom pitch by foot pedals.

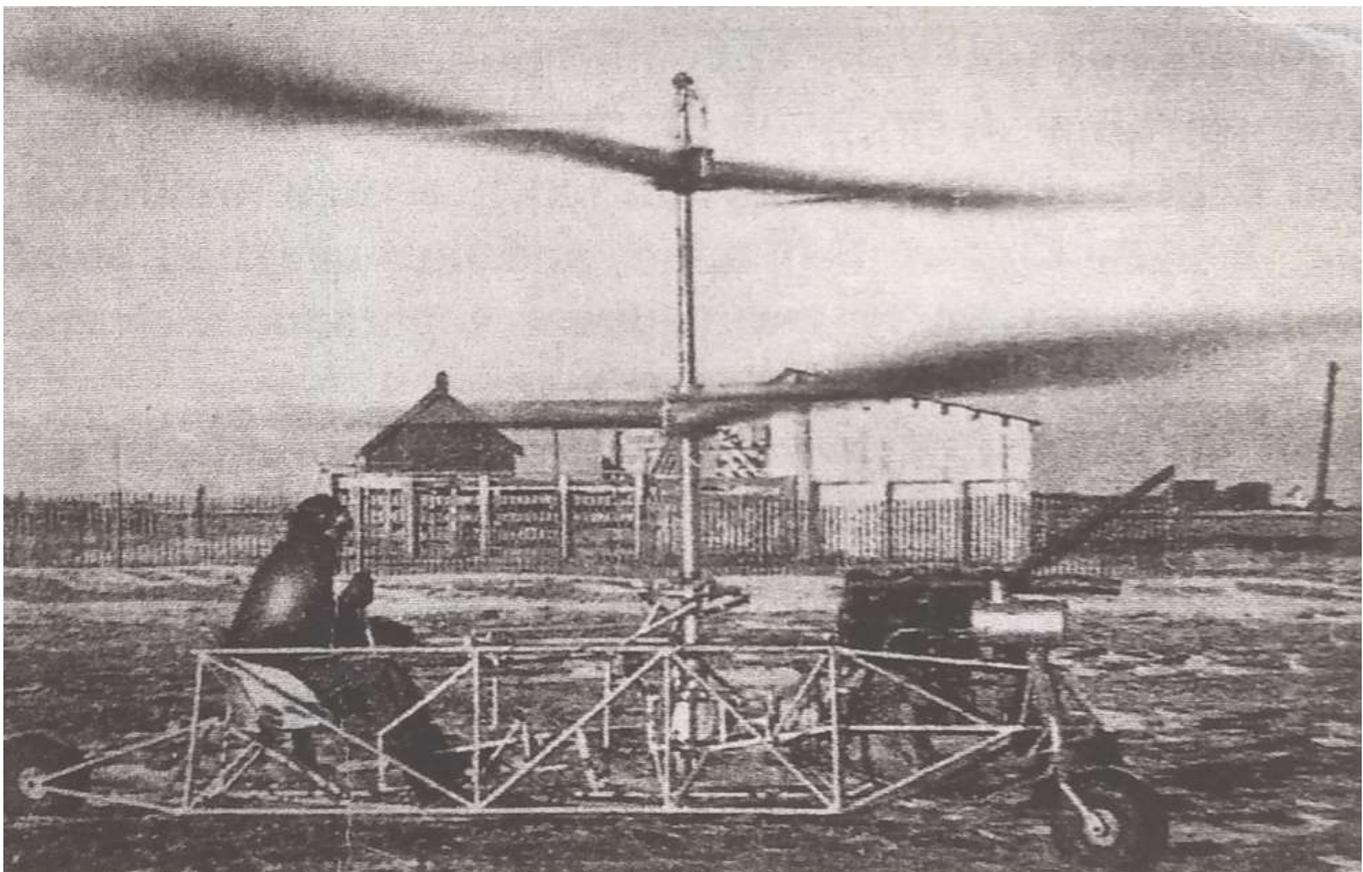
On December 20, 1938 the helicopter rose shakily above the ground "with all three wheels off the ground at once. The highest being about three feet." Very little maneuvering was accomplished. Their makeshift parts and inability to balance the rotors resulted in excessive vibration that made it difficult to control and unsafe for the pilot. Many attempts were made to refine the craft to a suitable level of flight; however, due to money constraints and ultimately discouragement they returned to fixed-wing aircraft.

This was, indeed, one of the world's great accomplishments.

Deed was killed in the crash of an airplane while attempting acrobatics in 1943.

Nicholas (Nic) was killed in an airplane accident while crop spraying in 1959.

Doug lived out his life and passed away in 1994.



And this is Arnold's part of the story.

"Can you imagine me the young lad growing up one mile away from these inventive, mechanical genius farmers who had a yen for anything that would fly. I was born in 1929 so was a bit young to see their helicopter fly. It was always there in their shop for me to marvel at when I was able to bike to see their latest endeavor. I saw the complete build of their Heath Parasol ultra light; saw it fly and sadly heard it crash on my grandfather's farm a quarter mile away. It hit the ground so hard that we plowed up the exhaust outlet years later. Nicholas who was running the farm and creating stuff, readily picked up on my interest in all things mechanical so he hired me to help in his shop when I was 20. My Ag course at U of M was finished and April was a month before I was needed to help Dad on our farm. I literally devoured what he taught me with words and observation of his fabrication techniques which were intuitive to him but new to me. He gave me the task of machining a long tapered gear shift lever for a tractor he was making. With no tapering attachment for his lathe it was a high learning curve. I will be forever grateful for Nic's patience and generosity at a time in my life when I needed a good foundation for inventing and building my own farm equipment a few years later".

Arnold.

{ The actual machine is now in the Western Canada Aviation Museum, and more pictures and history of the Froebe brothers is on the internet. This machine flew in 1938, a year before Sikorsky flew his. I know a helicopter isn't a boat, but a good story is a good story! Edward.}

## SCALERS,SAILORS, SKIPPERS ON THE SHORE

### THE V.M.S.S STORY

by

**Ron Armstrong**

The second decade 1988 to 1998

Some important notes overlooked in the previous installment...Ken Petersen's parting words included this benediction.....

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

Ken was replaced as editor by Geoff Walton, whose one year service was packed with nautical history, humour,and advice.

Also, later in that decade, advertising was solicited to reduce mail and postage costs.

The second decade looked to be an expansion of all the regular activities of the first, minus the special projects of EXPO and creating Sandhill Lake.

The remarkable flow of "How to" articles, from Derek Baker's guide to making servos and speed controls(!),to Doug Dyer's instructions for making stanchions, railings and ladders, to Ron Hillsden's build of a D-E latticework mast, and much more was a treat to all members. The great number of events, both here and far, were well attended by members. The success of Fallgatta '88, with the new control island, connected by bridge to lakeshore, made life so much easier for steering course skippers.

Ron Hilsden joined and almost immediately chose to be secretary, displaying real club spirit.

Invited by Henk Meursing, new members Ken and Lois Lockley, Roland de Schepper and wife, Tom Halket and past members Fred Rainsford, Rob Woodward and Russ Hayden gathered at the Elk Lake Rowing Centre to test the interest for R/C sailing. It proved solid and the keen sailors progressed through a variety of types from Star 45s, to East Coast 12s( big boat with a shallow keel)to Marbleheads to Rangers racing on Elk Lake when not conflicting with the rowers. That happened too frequently so the venue was changed to Beaver Lake every other Sunday.Those races attracted more members competing in friendly but keen rivalry.

Going into 1989, Fred Haire ended his three years as President, replaced by Vice-president Ron Wild, Tony House also returned as Editor.

A big change was ending "Fallgatta" in favour of a summer regatta in July. This was caused by the unpredictable weather in September, and by the need to keep enough "operating" water in the Lake(usually assured by spring rains).

However , into sunshine a little rain must fall. In our case it was a sudden "deluge"! On April 18 we received, without warning, a demand by the S.H.A.S. executive to remove all our items, including the bridge, from the island! No explanation was given.

President Ron W. responded by agreeing to us removing all our assets from the island, except the bridge. He pointed out it's removal "at this time would be inappropriate as it is an integral part of our upcoming regatta.....on July 8,1989." He offered for us to lock the drawbridge in an up position so no unauthorized persons gain access to the island, and thus protect any wildlife there.

Ron made these points:

--"verbal permission was granted for the erection of the bridge

---SHAS cut some of the lumber

---considerable time and expense have gone into the building of the bridge by VMSS members

---no opposition was raised at the latest tri-executive meeting, or any previous meeting for that matter

---as a result of the above a letter "requesting the immediate removal of the bridge left VMSS members are in considerable shock."

The SHAS directors relented and provided us with tables and No Parking signs for the regatta with the request that we run our boats for their Summer Fair June 16th and 17th. There is no written record of our response but likely enough members showed up..

Members recovered from their shock and had a successful regatta drawing entrants from Alberta(!), Skagit Valley in Washington, Burnaby, Nanaimo and Ladysmith (Ron Burchett)plus two guests of Don Ferguson(Nanaimo) from England(!!).

In the "Binnacle" John Isaac showed how to make a Fog and/or Boat Horn, and Kent Miller showed how to tell time by the stars if one's watch stopped.

A registration, storage and concession shed was erected on the north bank of Sandhill Lake by Stan Jacobs,Derek Baker, Jack Lenfesty and Nels Combe. They built it well but it had no concrete foundation.

The October '89 issue contained an article on "Working from Lines" and another from Derek Baker on the basics of electicity, very thorough.

Christmas Dinner was still combined with Elections, and held at the monthly meeting site of

the Fleet Club. Tickets cost \$11 and for that the menu included 4 salads, cheeses, fruit, baron of beef, bbq spare ribs, veggies, coffee or tea.

Club caps in both winter and summer styles were created in 1989.

Derek Baker continued displaying his wide electronic knowledge with detailed instructions on building servos, speed controls, and meters.

In early 1990 president Ron W. reported on an informal meeting with SHAS executive members who were pleased at our turnout during a fun day at the pond and that our members "were having fun". Ron felt optimistic for further negotiations and that after the regatta there would be a meeting with SHAS and an arbitrator "in an effort to settle our differences."

Despite this background hassle Regatta 1990 was a great success with our own club taking 9 out of the 12 awards! Ron Burchett put on a great show with his self dumping and self loading log show, assisted by boom boats to contain the logs. Dave Sullivan of Washington brought his huge model of the carrier "Nimitz". He had to float and bolt two watertight compartments together, ballast them, then assemble all the deck, superstructure and elevator components. After competing and free running Dave had to reverse the process to enable his small truck take it home to Washington State.

After a meeting with SHAS' main officers in November, Ron W. reported that "we have been officially kicked out by SHAS." No explanations were ever voiced. But it is worth noting just how determined SHAS was to evict us. The organization runs hand-to-mouth, like ours. It depends upon government grants, donations, and gate revenue during special events. Therefore Ron was surprised when SHAS President Art Gardner asked how much did we want for our improvements to Sandhill Lake and adjacent property? Since all the fixtures for actual Lake development were donated(see previous installment),that only left the shed, whose lumber was bought by us. It wasn't transportable due to its' lack of foundation, and incapable of being disassembled for storage. Ron quickly added up its lumber and fixture costs to \$4000 and change. Art immediately wrote out a cheque for the exact amount----and it didn't bounce!

So Regatta 1990 was our farewell to Sandhill Lake. Jack Lenfesty still mourns our departure because it was a very short drive from his Brentwood Bay home. But VMSS members, like sailors everywhere (especially Canadian ones) are an adaptable lot. In the first months of 1991 our executive arranged a new venue at the Elk Lake Rowing Centre. With ample parking, a wide tarmac for registration, model storage and static judging, the constraints of Sandhill Lake weren't missed. The steering course was laid out between two low floats(for handling racing shells). We attached a special boom between their ends so no model could drift out into the Lake due to radio failure. The rectangular harbour was just shallow enough to place buoys to mark the course, while R/C sailboats had their own course in the large bay off the swimming beach.

This regatta instituted Judging Platforms, circular plywood tables that rotated 360 degrees on a base on a table. They allowed our Static Judges---Master Mariners all---to sit comfortably and

review each model thoroughly. A scene not to be watched by sweating, nervous owners!

In September Ron W. (Highflyer), Jack Lenfesty (Princess Kathleen), Orv Wilson (Shelley Foss), Doug Dyer (Lady Rose) and Ray Goodacre attended the Valley Model Boat Club's regatta in Gardiner Park in Clearbrook. Orv took First Place in Work Boats (Kit) and Doug took Third Place in the Steering Course. In the raffle Jack won a glue gun and stapler, Orv a 44 foot cruiser (!) and Ray won a 6 volt motor and electronic bilge water detector designed by Valley Club president Stan Dickinson.

To speed both the writing (major) and reading of this chronicle, I'm going to present the rest of the club's development to 1998 by brief summaries.

### Major Events

After five regattas at the Rowing Club we formally "returned" to the place built for all boat modellers in 1955, Harrison Pond, named for the colourful and crusty mayor who pushed for it. Orv Wilson "held the port" for us by himself all these years. When some elderly ladies complained his famous tug "Shelley Foss" was bothering the ducks, he turned on them and said "This a model boat pond and was built as such!" They didn't bother him again.

Starting in 1996, we created "Type" Regattas that dropped static judging entirely in lieu of performance on the water. The first Navigatta for the Battle of the Atlantic in May was for warship models only. The second was Commgatta in mid summer for commercial or working craft:--tugs, liners, ferries, freighters, etc. The third was Pleasuregatta for cabin cruisers, runabouts and yachts. But since we didn't have enough of those we opened it to all by having more unique challenges.

1996.... Seven members went on a Daysail aboard "HMCS Calgary" to Vancouver. It was thoroughly enjoyable with a grand tour of every section of the ship (except the top secret Communications Room) and a "hangar" lunch. And being aboard a 454 ft speedboat showing her stuff was quite a thrill!

Ron Armstrong found a nautical oddity in a second hand store. A large hollow brass steering wheel with handles but no spokes mounted on a brass stand. Inside the hollow hung a brass bell, with a small wooden mallet hanging in hooks at the bottom of the wheel. Ron thought it ideal for an "Esprit de Club Award" to honour any member who has contributed far more than his or her fair share to the VMSS.

In 1998 we invited Victoria City Counsellor Pam Madoff---well known for her heritage preservation work---to cut the ribbon for an official dedication of Harrison Pond. None had happened in 1956, due no doubt to opposition to the Mayor's pet project.

We were invited to display at Harbour Square Mall and to run in a pond at Laurel Pont. Lieutenant Governor David Lam attended and asked Jack Lenfesty if he "might play with the Princess Kathleen." Jack agreed and His Honour skippered well until he pressed for three

whistle blasts indicating he was going astern. But the ship was silent, much to Jack's chagrin and His Honour's amusement!

### Administration

The most dramatic action here was moving the AGM and elections to November in 1990. This was a welcome relief for wives and partners who had been forced to listen to and watch our boring procedures. The first totally Christmas Social was held at the Princess Mary Restaurant December 12, 1991.

The club adopted white shirts with the club's badge imprinted in blue. There were true T-shirts, polo shirts with left pockets and the badge to the right and polo shirts with the reverse combination. After a first flurry, sales died off and none can be seen today.

### Presidents

1989 to 1991	Ron Wild
1992	Ray Goodacre
1993	Ron Wild
1994 to 1995	Bill Huckin
1996 to 1997	Ron Armstrong
1998 to 1999	Ron Hillsden

### Editors

1989	Tony House
1990	Dave Teece and Peter Favelle
1991	Ken Lockley and Don Gorby
1992 to 1995	Gil Templeman
1996	Ken Lockley
1997	Dave Winter and Ron and Julie Hillsden
1998	Julie Hillsden

### Summary

Writing this second installment has proven a more onerous task than I expected. Which is actually a good thing. It just shows what an active, diverse, fun-filled and creative club we had become in this second decade.

All my information is from past "Binnacles", truly a treasure house of information and the VMSS corporate memory. If I missed significant events or a member's great and timely contribution to our club, I apologize. Please email me a note and I'll try to add it in the 3rd round.

R.A.

## Two travel reports from Mike Claxton.

### Pacific NW R-C Tug Regatta & Burnaby Regatta – August 18-19

I headed south to Bellingham three weeks ago – Washington State ferry to Anacortes, over to Bellingham and attended the Tug Regatta (formerly the Foss Cup) – a good day with an interesting course – 2 events: towing or pushing a barge through a fairly lengthy course; hooking to a derelict vessel and bringing it to the dock – closest to the mark on the dock receives the most points.

Always a good mix of boats there – lunch, water, snacks are provided as well as lots of raffle prizes. Finished off the day with a group of us heading to supper at a huge Chinese buffet not far from the park.



Next morning on the road and through the border before 7am and up to the Burnaby Regatta – this year saw large number of boats – new builds and new members there which is a good sign.

That event is always a relaxing day to meet old friends, see new builds and just enjoy boating!



This year I had a reservation on the ferry home so had to leave before the day ended but was a good weekend with tired batteries!

Took lots of photos but Keith from Bellingham took just as many similar photos – they are on the RC Groups at this link –

<https://www.rcgroups.com/forums/showthread.php?3083196-events-in-the-Pacific-NW/page5&highlight=events+in+PNW>

Here are a mixed group of photos from last weekend showing the pond set up at the old Alberni arena. This year the R-C heavy equipment fellows from up island brought some of their road building models – mostly built from machined aluminum, styrene and commercially available parts. I've included a copy of the poster – shows their website address.



Al Mason (from Burnaby group) set up a pond again – Michael Dean had his artwork on display plus a couple of his tugs in the pond. Two members from Burnaby brought a number of boats & barges, Ron & Sue from Crofton, Bryon Calverly from Nanaimo and myself brought a mix of tugs and other boats to run in the pond. A couple of local fellows brought their models out as well. Lots of interest from the public – quite a few were familiar with the full size boats and it was interesting to hear their stories.

Worth a trip up – it's a good 2 ½ hour drive both ways so can be a long day unless you stay overnight. This year the heat wasn't as bad as last year – good day to run boats and meet lots of people interested in the models.

Mike Claxton.



{ I have a zip file from Mike with a lot more pictures of the Port Alberni event. Most interesting! It's 15.1 Megabytes so I hesitate to send it out as a mass mailing, but e-mail me if you want a copy.

Edward, edwud72@gmail.com.}



## How much does it cost?

**Mike Creasy**

How much does it cost??? A common question for modellers, for which there is no clear answer.

Here's my costs and sources for my "Park" freighter, which is 1:100 scale :

**Plans** - acquired several years ago from England, I think, probably about \$15.

**Keel and frames.** Cut from scrap plywood.. 3/8 birch for the keel and 1/4 ply for the frames. Worth about \$25.

**Hull planking.** Basswood sheets and strips from Shaver Shop, Michael's Craft store and Great Hobbies (greathobbies.com). About \$50.

**Decks and superstructure.** Styrene sheets, tubing and angles, etc. Mostly from Shaver Shop. Another \$50 to \$75.

So, the basic hull and upperworks are about \$140 to \$165.

Fibreglass or epoxy coating for the hull will likely run about \$50. Filler (to hide those mistakes) will be another \$25.

Paint for hull and superstructure will easily be \$50.

**Fittings.** All the fancy bits that you could make but won't look as good, such as anchors, lifeboats, ventilators, portholes etc. Model Dockyard in Cornwall, England is an excellent source. At least \$50. At least!

So, ready to float and looking good for a total of \$315 to \$340. Now, to make it run.

**Radio.** I bought a Spektrum DXe from Shaver Shop for about \$100. This is a good, basic 4 channel transmitter. It needs a receiver (Great Hobbies, \$55 plus taxes and shipping, say \$75).

**Power system.** I spent some money for good hardware from Harbor Models in California. I got a beautiful shaft and stuffing box for \$22, a coupler for \$19, a 2" brass propeller for \$41, and a motor for \$20. All plus taxes and shipping, for a total of about \$140. I also bought a smoke generator, about \$100.

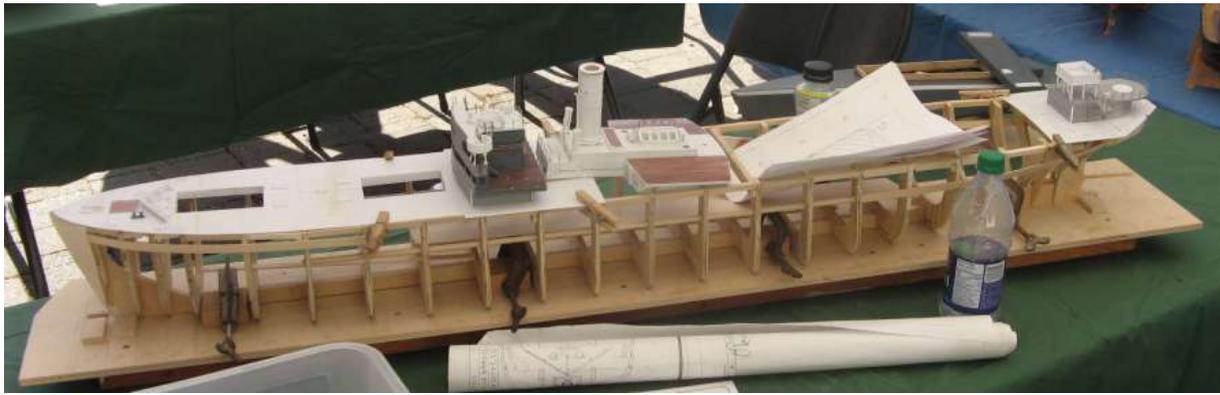
**Speed control.** I went to EA Electronics in Ontario for a speed control, \$50.

**Rudder servo.** I had a few spares to choose from. About \$20.

**Battery.** Endless choices, but lets say \$50.

Total cost to build it and get it running - around \$800. Plus a bit of time.....

Not including lots of tools, sandpaper, glue, clamps, wire, etc, etc.



{ Mike's model will be about 48 inches long, and, if he models it fully loaded, it'll displace about 25 lbs. Edward. ( It'll also be superb!)}  
Edward.

While looking for gear for the new freighter, I've found a couple of sites which might be useful to put in the Binnacle.

One is eaelec.com in Ajax, Ontario. They have some interesting electronic gear – speed controls and voltage regulators – as well as some lighting gadgets. They also have a small tech tips page which explains how to decode all those numbers on your motors.

Hobbyhobby.com is also Canadian and has a lot of good stuff. Well worth a look.

And. harbormodels.com is a great source for Props and shafts, as well as smoke and sound units. They are in California.

Mike Creasy.



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

Mailing Address:  
106-4480 West Saanich Road  
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Victoria, BC V8Z 3E9

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