

May 2019

Volume 41 Issue 5



The Binnacle

Victoria Model Boats
Victoria, B.C.



Victoria Model
Shipbuilding Society



Ken Lockley
Progress on Glenside
Island Commander

Ron Armstrong
History of VMSS Part 4

Edward White
724 Beautiful Ships
(sort of a book review)



Plus
Awesomeness from the Nanaimo Show
Help Wanted, The Point Hope Maritime Open House
Model Boats Magazine, October 2014

<http://www.vmss.ca>

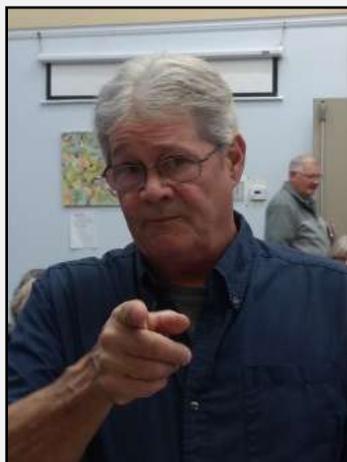


**From
The Bridge**

Greetings Everyone,

Spring is here, the warm weather is welcomed. We have a couple of events this month, the Battle of the Atlantic commemoration on May 5th. and the Point Hope Shipyard Open House on Saturday, May 25th. However, we are required to set up for Point Hope on the Friday evening May 24th. So we need volunteers to set up between around 4:30 and 6:30 so if you can spare a couple of hours then it will be greatly appreciated.

Mike Bush.



2019 Executive Committee

<i>President: Mike Bush</i>	418-5527
<i>Vice-Pres: James Cox</i>	382-3266
<i>Secretary: Vacant</i>	479-2761
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<i>Binnacle Editor: Edward White</i>	385-6068
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<i>Parks Liaison: Mike Claxton</i>	479-6367
<i>Sailing Director: Peter Stevens</i>	656-8999
<i>Membership: Bev Andrews</i>	479-2761
<i>Facebook: Rick Gonder</i>	744-8610
<i>All above area code (250)</i>	



ON THE RADAR

Upcoming Events

Point Hope Shipyard Open House, Saturday May 25th. (set-up Friday May 24th.)



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



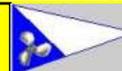
POWER: Sundays 10-12
Harrison Model Yacht Pond (HMYP)
Dallas Road at Government Street



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



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



VICTORIA MODEL SHIPBUILDING SOCIETY
GENERAL MEETING MINUTES

April 11 2019

1. MEETING CALLED TO ORDER AT 7:35 PM

2. Welcome to guests

3. Director's and sub-committee reports

HEALTH AND WELFARE

FINANCE – REPORTED TO MEMBERSHIP BY THE TREASURER

SHOWS AND EVENTS

APRIL 11, 2019 VMSS SWAP MEET

APRIL 12-14 2019 NANAIMO SHOW – Country Club Mall
Bowen Road / Norwell Road

MAY 5 2019
BATTLE OF THE ATLANTIC – (Harrison Pond)

MAY 25 2019
POINT HOPE SHIPYARD

SAILING – Nil Report

MEMBERSHIP – APPROVAL OF NEW MEMBERS (BYLAW 2.1)
No New Members Presented

OTHER REPORTS AS REQUIRED
Further Reports waived in interest of the Swap Meet

4. OLD BUSINESS

HERITAGE ACRES – Edward White to Attend



BOAT REGISTRATION REPORT

MARITIME MUSEUM FUNDING REQUEST SUPPORT

5. NEW BUSINESS

6. 50/50 SALES (15 MINUTE BREAK)

7. 50/50 DRAW – Cancelled for this meeting.

8. ANNOUNCEMENTS

9. ADJOURNMENT AT 19:41 PM – Swap Meet commenced.

Total Attendance: 25 members and 3 additional visitors.

Visitors: Ron Finchette / Jim Renfrew / Alex from lumby bc.

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NEXT BUILD;

by Ken Lockley

MAY 2019

Vessels with long history's have always been of interest to me. Certainly "Island Commander" ex "Andrew Kelly" fits in to my thinking. Built in the Cochrane Shipyard in Selby, Yorkshire in 1912, over 100 years ago. Launched sideways into the River Ouse, some 60 miles inland from salt water. The river is so shallow that she was towed to the port of Grimsby for engine installations and fitting out before heading to our West coast.

"Andrew Kelly" was one of three Halibut trawlers that were being built for the North Pacific Halibut fishery based out of Prince Rupert. The three ships no sooner got to our coast when The North Pacific Halibut Commission closed the fishery. The three ships sat ideal for most of the depression years. Along comes WW 11 and two of the these ships become towboats for the US Army and later sold to Victoria based Island Tug and Barge, and re named "Island Commander" and "Island Warrior".

"Island Commander" had many roles but one that is interesting is being the support ship for the Barque "Pamir" during her 3 visits to Vancouver and Union Bay on Vancouver Island. The tug would be waiting for the "Pamir" off Cape Flattery to take her in tow to Vancouver. The Pamir would sail almost 9000 miles in under 60 days from Australia. The "Pamir" was one of the last trans ocean commercial sailing ship vessels and she made 3 voyages to our part of the world in the early 1950's . Loading coal at Union Bay destine for New Zealand. A sister ship to the Andrew Kelly became "Island Warrior", also for many years a "Island Tug and Barge" vessel.

The book "Pamir" by Richard E. Wells describes the above in more detail and is a good read.





ISLAND COMMANDER

Built in 1912, by Cochrane and Sons of Selby, England as the steam fishing trawler *Andrew Kelly* (hull #534) for the Canadian Fishing Company of Prince Rupert, British Columbia.

In 1941, she was acquired by Island Tug and Barge Limited of Vancouver, British Columbia. Where she was rebuilt as a diesel tugboat and renamed as the *Island Commander*.

In 1960, Island Tug and Barge Limited became a subsidiary of McAllister Towing Limited Montreal of Montreal. Where the tug was renamed as the *Island Commander*.

In 1969, Island Tug and Barge Limited was acquired by Genstar Limited of Vancouver, British Columbia. Where the tug retained her name.

The tug was later acquired by Island Sea Marine Limited of West Vancouver, British Columbia. Where she retained her name. The tug was a single screw, rated at 1,640 horsepower.



Photo by: Kyle Stubbs

Vessel Name: ISLAND COMMANDER
USCG Doc. No.: C134745
Vessel Service: TOWING VESSEL
IMO Number: 5164772
Trade Indicator: Coastwise Unrestricted
Hull Material: STEEL
Hull Number: 534
Ship Builder: COCHRANE & SONS
Year Built: 1912
Length: 118

Hull Depth: 11.4
Hull Breadth: 21.9
Gross Tonnage: 270.98
Net Tonnage: 64.09
Owner:
 ISLAND-SEA MARINE LTD.
 6815 HYCROFT RD.
 W. VANCOUVER, CANADA
 V7W 2K7
Previous Vessel Names:

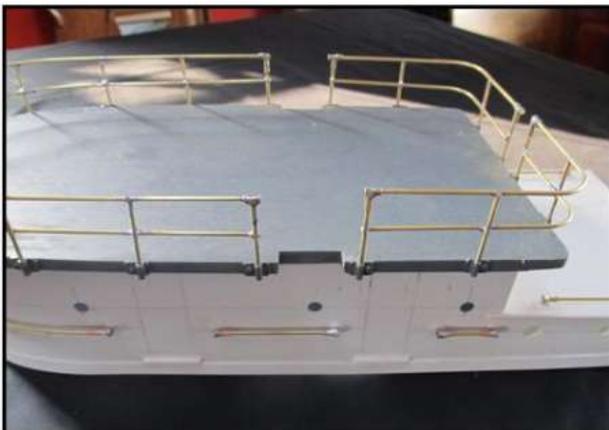


If any of the readers have any pictures looking down on the vessel, showing deck detail, I would like to add them to my file. I have no plans to build a model of this vessel at this time but with more detail pictures it's more likely to happen. I would appreciate it and can be contacted at lockleys@shaw.ca



The Cold Storage Plant, Prince Rupert. Steel Halibut Boats James Carruthers, Andrew Kelly and C.E. Foster, 1920. Wrathall, William W., [WP996-36-10543](#)

In the workshop, “Glenside is progressing very well and has been a good project since the beginning of the year. It’s had lots of pond time over the last few weeks. Through the late Spring and Summer, there’s lifeboat, hawsers, spring lines, bumpers etc and rigging to complete. I don’t expect to start anything new till next Winter. There’s always improvements on past projects to catch up on over the Summer as well as trying to get as much pond time at “Harrison” as possible. The pictures give a little idea to what is going with Glenside.





There are still lots of small details, including mast, radio antenna, rigging, life boat, etc.
See you at Harrison !!!!!!!!!!!!!!!



SCALERS, SAILORS, ALL SKIPPERS ON THE SHORE

by

Ron Armstrong

Our fourth and last decade 2008 to 2018

These final ten years saw a number of changes, not all positive, and special activities that absolutely were.

Our meeting venue changed from the basement of the United Church on Carey Road to our present location, the hall of St. Peter's Anglican Church off Quadra in the Lakehill District, in 2008. Most of our meeting venues have been quietly negotiated by Bill Andrews in addition to his work as Entertainment Coordinator. This includes scouring the city for bargain but new tools for the monthly raffle, and running same. His wife Bev came on board as Secretary. True, we could not let such a vital position go unfilled. But I have the suspicion that this may have been the only way she could see Bill, such were his constant "travels!" LOL

The biggest activity of the decade was our "Salute to the Navy" on its' 100th. Birthday birthday. The focus was the biggest and most colourful Sailpast ever in Harrison Pond. As Publicity Director I pulled out all stops, starting in January, which resulted in a big turnout on the day, June 13. But the main reason the "Salute to the Navy" was such a success is the diligence, enthusiasm, organizational skills and contacts by Mark Giles, of the Shaver and Hobby Shop.

He obtained major scaffolding and oversaw its' erection on the south side of the Pond. This was intended to be a 3 storey "bridge" for modellers to see the entire Pond, and thus control their vessels better. Alas, most were afraid to climb the back crossbeams and risk falling off because only the grass would cushion their fall.

Mark secured Navy backing, which I had tried to obtain since February with no luck. He got Lieutenant Commander E. J. Hughes and his wife to review all the models parading past him, standing in front of the above bridge. Each one, no matter how small, got a crisp salute. Rob Ross's magnificent 7 ft. 1:48 scale model of the D-E "HMCS St. Croix" was definitely the "Star of the Sailpast", with working radars, lights and two horn sounds. She certainly got the "Commodore's " dog excited.

Lt, Cmdr Hughes also brought the Navy mascot, a Newfoundland "dog" named "Bear"(in his shiny black fur he certainly looked the part).

It became a real Island event with two participants from Nanaimo. Steve Martin brought his superb WW 2 cruiser "HMCS Ontario" and a detailed corvette of the same



period. Another Nanaimo modeller, not a club member, brought his very up-to-date Halifax Class frigate in 1:192 scale (1/16 inches to the foot). It had a helicopter with rotors turning on the flight deck, and most dramatic of all, a Phoniex anti-missile gun with a perfect recording of its "Blitzfire."

After the Sailpast we started on the extra events Mark had organized. One was Blind Conning. Skippers watched his or her vessel maneuver to instructions given by him to the person holding the Transmitter behind him. Skippers became uneasy without a transmitter in hand, and they they couldn't understand why their vessel just didn't stop, or continue to Port, or didn't go at the speed desired. Commands that were smooth and received instant response from a model under "Solo" Skippers became complex as commands between humans got more stressful and testy. In fact we all thought the Taylors were headed for divorce court after a normally placid Dave became angrier with Jenny.....who just as testily repeated his last command, period. Mark's other event was "Fueling at Sea", using a four foot hull as a tanker with various hooks and loops hanging on the side. Unfortunately Mark had trouble with the power train and had to abort. Many skippers were saddened because they were anxious to try the first real addition to skill tests since 1983!

In 2012 we successfully entered the Victoria Day Parade. I admit this was a goal I had lobbied for to dramatically increase our profile. Dave loaned us his motor home to pull Tom Gardner's trailer. The latter was modified with bleacher-type shelving to accommodate about 20 models(!) of all sizes and shapes, all rigorously tied down. Barry Fox and I shared the drive from Mayfair Mall down Douglas Street and return via Blanshard. A unique feat, which did give us some public profile. Quite a treat to get cheers from all sides.....maybe the hobby isn't dead!!

The third major event in this decade was the "Salute to Canada on its 150 th Birthday" in 2017. Once again Mark Giles stepped up to the plate. He selected three Springer tugs with identical hulls but with different cabin structures.....and behaviours! Each had to start the challenge from the West Finger Wharf dragged east and lashed to the south sidewalk. A contestant chose a Springer according towhim, or pretty colours or odd deck houses or ????. But having chosen his "steed" the skipper had to follow the detailed instructions given by Mark for each dock. One was going round the centre lighthouse; another had to pull a big barge around buoys without it touching anything; another was to push a liner from one side of the east end to the other side, dock the charge gently(no bumping), then reverse back to "Home Port" . The contestants in this event were the most comfortable skippers at the Pond because they operated under the huge oak tree at the end. Some guys wanted to "practice" just to stay out of the brutal July sun!

For the first round skippers there was the plea of ignorance, of not knowing how their brand new charges would behave. I think Mark cut them some slack as a result. No such sympathy was given the second round skippers, because they had all watched the



first round events keenly, despite the unforgiving sun. The most amusing choice was the free runner Springer. Its' "task " was simply to circumnavigate the lighthouse. But it was be devilled or maybe even haunted. Any attempt at speed drove the bow under, while backing off power did not quickly calm it. It bobbed and surged like a dolphin. Finally despite being built strictly according to original Springer plans, skippers driving it towards themselves into the big U dock found it veering suddenly according to prop walk or refusing to go full astern to prevent crashing. Watching this spooked beast I concluded that even the "Great" Ron Burchett would've been cursing and puzzling!!

My Barge try went well because Mark is always fair----all the course buoys were on the south side of the barge track and thus easy to see. But.....one had to assume the Springer involved operated normally, that any barge course is not Western Speedway, and that this big dumb slab may respond to current and wind. There is never the former in Harrison but always the potential for the latter. This sultry Canada Day did not. So I side--towed the barge around without any strikes.

My experience with Mark during the "Salute" prepared me for a proper "crew" response to the liner push. Do WHAT is required, nothing less, but certainly nothing more! I butted the liner off it's moorings, then planted this Springer as close to midships as possible. Apply gentle power because it is a "Push", not a "Shove". The latter may speed the crossing. But it could also result in the liner attaching itself to the northern bank as if some secret bond between wood and concrete was now in place. As it was the "b....." took a long time to be pried away from the northern bank and the clock was ticking. Mark's daughter Ashley was in charge and conducted herself gracefully, with no hints, sighs or comments as to how one did.

Certainly all contenders in this event—yes even me—watched astounded as one skipper somehow took the liner west to opposite the maple tree! I don't know if Mark let him finish or cancelled his attempt to put him out of his misery. Again there was neither current nor wind! But maybe the searing heat did a number on his nautical brain cells ! LOL

That heat lasted all day. No hot dogs! Instead sandwiches, pop and a magnificent cake in the national colours. Bev and Julie Hillsden anxiously watched it, lest it melt. They nearly asked Mark for an interruption to prevent this!

However, the searing heat cooperated. The cake remained pristine and the tent provided enough relief for all to enjoy the day, and feel satisfied about our contribution.

In celebrating our nation's 150 th , the Springer event symbolized the essential West Coast transport. From 1867 on tugs have been our Coastal lifeline, and it's a safe bet that one was within our view in the Strait as we skippered, lunched, kidded and laughed.

Unfortunately Time brought sadness as well. In the years following the Salute, many stalwart and popular members "crossed the bar". Dave Denton succumbed to a heart



attack after realizing two personal goals. One was to build a working steam tug, and one was to see and travel England. His followers filled the United Church on Quadra. A real blow, and not just to would be model submariners, was the passing of Romaine Klaasen. His vibrant intellect, self deprecating wit, and knowledge both nautical and political, will always be remembered and was celebrated one afternoon in the Fernwood Inn (as per his instructions).

Quartermaster Bob Rainsford has been a club lifesaver. Not only does he store our equipment in spaces ranging from half a double garage to a long shed. He also, until last year, packed all that was required for an event on to and into his trusty F-150 pickup. At the location he'd even start unloading the items himself. Event done, he'd reverse the process. The Westshore Show always needed Bob's pump to empty our pool. Bob set it up, did the hose connections, and ensured no accidental leakage. Now in his late eighties, his spirit is willing but his body isn't. He can no longer meet the physical demands of the job, though as long as he and Margo stay in their rambling house, the club inventory is safe. Unfortunately, due to hearing loss, he can no longer attend monthly meetings. Bob finds it too demanding to focus on one speaker in a cacophony of sound.

But I say "Hats off" to a dedicated, hard working, man who been absolutely essential to our success!!

Ron Armstrong.

724 Beautiful Ships from our Past.

Between 1850 and 1908, 548 commercial sailing ships of over 100 tons were constructed on the West Coast of North America. By 1909 Steam auxiliary power was being built in but between then and 1921 a further 176 ships were built with sail as the primary propulsion. Most of them were rigged as schooners. These were the ships that built the cities of the West Coast, including Victoria and Vancouver, and their story is told in *West Coast Windjammers*, authored by Jim Gibbs.

Jim Gibbs himself had an interesting history. Born in 1922, in Seattle, he was a WW2 veteran and, in 1945 in the US Coast Guard, became the keeper at Tillamook Rock Lighthouse for a year. This gave him a lifelong interest in Lighthouses and maritime history, and he became a prolific writer on those two subjects for the rest of his life. But he went further still, and actually built himself two lighthouses. The first was Skunk bay light on the Puget Sound, built in the early 60s, and the second, Cleft in the Rock Lighthouse, just south of Yachats off the 101 highway, which he built in the early 70s. He lived in Cleft in the Rock until his death in 2010, it is still owned and operated by his family. Both these lighthouses used components from earlier, disused lighthouses, and at Cleft in the Rock Jim built a private lighthouse museum.



But, back to Jim's book, *West Coast Windjammers*. To understand how and why these ships were built, I need to fit them into historical context, specifically the European "discoveries". The Spanish, based in Mexico, started to move up the West Coast with an exploratory expedition that found the site of San Francisco in 1769. The British interest started with the last voyage of Captain Cook, landing on Vancouver Island in 1778, followed up by George Vancouver in 1791, and then by Fraser's overland explorations in 1808. The Russians had been making regular trading voyages into Alaska after sea otter pelts since the Bering expedition of 1741. In 1803, the United States joined the party with the Lewis and Clark expeditions, and established the first overland routes that became the Oregon Trail.

The early interest in the North West Coast was fur, with the Hudson's Bay company establishing what is now Vancouver, Washington, John Jacob Astor founding Astoria, and of course the Russians trying to keep a grip on Alaska. The Spanish limited their interest to the South West coast and their possessions in California. But development was limited because the sea route was around Cape Horn, and the early inland trails were only passable by foot and packhorse or mules, not wagons. The South Pass route was found by Astor's expedition in 1812, but didn't become used by wagons until 1832.

By 1840 the trickle of U.S. settlers over the Oregon trail had brought enough people into the Willamette valley in Oregon for a series of assemblies to be held at Champoege in 1841 that voted in an independent government for Oregon, taking the territory south of the Columbia river away from the Hudson's Bay company. The flow of settlers increased and the Oregon trail was to carry a total of more than half a million of them before the first railway was completed in 1869. The stream turned into a flood in 1849 with the California Gold Rush. That's where our shipping story begins.



San Francisco and California had an uneasy relationship with Spain and Mexico, the Californians of Spanish descent weren't too happy being governed remotely, and when Americans poured in for the Gold Rush, the Mexican American war resulted in California and Texas becoming U.S. territory. San Francisco boomed, and the first thing it needed was building material. And the whole West Coast had the finest timber stands in the world. Where there was easy access to timber stands, lumber mills were quickly built, and shipyards sprang up alongside the lumber mills to provide the transport to get the lumber to the cities.

But sailing the West Coast isn't easy. Harbours are few and far between, and fogs and onshore winds are common. What harbours exist are mostly river mouths with shallow bars to cross that need the right combination of tide and wind. So the ships in this trade need to be quick and handy, with small crews because of the limited value of the cargo. The preferred rig was the Schooner, up to five masts with relatively good windward performance compared to square rigs, and no need to have many hands "aloft" to control sails.

The gaff sail provides a low centre of effort in heavier winds, and the multiple masts make it easy to balance the rig as sail is shortened. In light airs, gaff topsails give a quick and easy boost in sail area, all set and controlled from the deck. For inshore work, with variable winds and treacherous shores to leeward, the schooner is the best compromise.

But the schooner rig is significantly less efficient than square sails going downwind, so as the trade expanded across the Pacific, the next preference was the barquentine, with square sails on the foremast.

The hull design is also a compromise. To carry the maximum cargo, easily stowed, a wide box of a hull is preferable, with shallow draft to get over the rivermouth bars, and lots of stability to carry sail. But that is going to be slow and isn't going to go to windward. To make the most from the limited power available from sail, the hull should be narrow and deep with finely tapered ends. Every design has to reflect the builder's and owner's best guess as to what combination of wind, weather, and cargo the ship will operate with, and the debate will never end. And as the length of the hull increases, so the limited strength of wood comes into play, making the hull more likely to distort and leak in long, high waves. There were as many solutions as there were shipwrights and owners, but

over the next 50 years ship sizes grew from 100 tons up to a thousand tons by the end of the nineteenth century. And the trade expanded across the Pacific to the Hawaiian Islands and even Australia. Cargoes diversified as ships sought out return loads, anything to help with the expense of the voyage.

After 1900 the coming of steam power and iron and steel hulls began to change the role of the West Coast built fleet. Steam tugs were available to tow sailing ships into and out of the trickier ports, but they could also tow lumber rafts to remote mills around the inside passage.

Railways arrived on the West Coast in 1869, and the trade in coal expanded massively. Victoria's own most famous tug, the Lorne, was built to tow sailing ships carrying coal out to Cape Flattery for the Dunsmuirs. Machinery could now be sent from the industrial heartlands of eastern North America by train in a matter of days, and the lumber industry switched from hand tools to steam powered mills. Shipbuilding followed the machinery trend, and the days of a small mill and shipyard tied to a particular stand of timber were over.



Sailing ships continued to make a living of sorts through to the 1930s. But the glory days were over. Steam simply became more reliable in terms of delivery times. One of the last sailers to be built in Canada was the Malahat, a five-masted auxiliary schooner of 1544 tons, 243 feet long, with twin 320 hp semi-diesel engines driving twin screws. She was built in Victoria in 1917, and her maiden voyage was with 1,300,000 board feet of lumber to Australia. But she found her niche in 1920, when the United States blessed the Canadian economy with Prohibition. Malahat could achieve only around 5 knots under engine power, but she could get about 100,000 cases of liquor aboard and cruise gently down to the California coast, staying just outside territorial waters, and anchor somewhere there as a floating liquor warehouse. Small, fast ships, the "Mosquito Fleet" could come and load up to run the liquor ashore. Malahat evaded the U.S. coast guard for 13 consecutive years. After 1934 she returned to the lumber business with the Gibson Brothers as a self-propelled log barge, carrying Sitka Spruce from the Queen Charlottes to the Powell River booming ground. Finally she foundered in 1944 in Barkley Sound, was towed back to Powell River, where her wreck remains.

Jim Gibbs' book contains a huge wealth of stories and black and white pictures of these ships and their era, lists of their names, builders, and final fates, and many anecdotes that illustrate the lives of their masters and seamen. I got my copy at Russel Books for \$10, and there was another copy there as I left. As with all these articles of mine, following leads on the internet leads to more and more fascinating information and stories, further away from the subject but too alluring not to



read.

As a subject for a radio-controlled model, the hull shapes are relatively straightforward, with a box shaped mid-section, and the rigging is much less complicated than a square-rigged ship. By definition, there's plenty of room in the hull for the gear, and plenty of displacement to handle the load. They will need a false keel with a lead weight fitting below the hull to give them the ability to stand up under sail, but that's physics for you. And what a pretty picture they

would make on Harrison Pond with a full spread of canvas including the topsails. I am still much taken with the idea of adapting a Fort/Park steamship hull with a changed sheer line and built up bow and stern to represent one of these lovely ships, though the length to beam ratio of 8:1 would only be close to scale on one of the longer four or five mast ships.

Edward White.





Nanaimo's Awesome Show.





ATTN ALL VMSBS MEMBERS

Our club has been invited to participate in the annual Point Hope Maritime open house at their Harbour Road facility on Saturday May 25th. We have been offered an excellent on site location that includes power and water for our model boats display and pond. This one day event draws about 3000 visitors so our club would get excellent exposure.

We have been asked to set up our site on Friday May 24th after 1600hrs. We will need volunteers who can attend the site on Friday, starting at 1600hrs. Their job will be setting up and filling our pond and creating a display area for our boats and tents.

Also starting at 1600hrs on Friday will be delivery of our display models. We prefer the models arrive on Friday because site access will be limited on Saturday. We have been provided with secure overnight storage for our models. Please note that display models should remain for the duration of the event.

Finally, we will need volunteers to manage our display on Saturday. Depending on how many volunteer, this could be an all day commitment. Please keep in mind that it's not fair to leave this to a small group of volunteers. If enough members participate, we should be able to run 2-3 hour shifts throughout the day. If you are concerned about parking, Harbour Ferrys will be providing a free shuttle between Chinatown and Point Hope.

In order to make this a successful event and to confirm our participation with Point Hope, we need members to commit prior to May 9th. Therefore, please advise Bill Andrews (b-bandrews@shaw.ca) and Rick Gonder (Rick21142@shaw.ca) ASAP if:

- 1• You can help set up on Friday May 24th.
- 2• You can help manage the event on Saturday May 25th.
- 3• You can help dismantle the display on Sat evening.
- 4• How many models can you provide for our club display. (Models to be delivered on Friday evening and not removed until the event ends)

Please email responses to Bill and Rick ASAP. A final decision regarding participation in this event will be made at our May 9th meeting.

Thank you.

Edward.



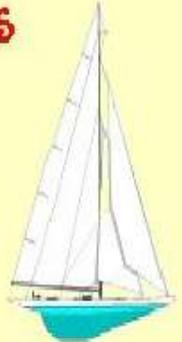
The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

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