



# The Binnacle

Victoria Model Shipbuilding Society  
Victoria, B.C.



## A Memory of Barry Fox

Ken Lockley on his Glenside Tug.

Update to the Club Website  
Edward White



Battle of the Atlantic Part 6  
Edward White

Terry Gerard on Springer Soccer  
Page 16

Dave North on the Club Databases  
Page 5

Two requests from the new Website.  
Page 11.



News from the Maritime Museum  
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Minutes of the last AGM  
Page 16



**From  
The Bridge**

Spring and Daylight Savings are here, and the weather is getting warmer. We are getting more boats out on Harrison Pond Sunday mornings.

Our entertainment next month will be in anticipation of the Battle of the Atlantic Sunday May 3 tribute and also the Powell and Denton Cup series which will run on the same day.

The Battle of the Atlantic was the Royal Canadian Navy's largest wartime battle. Our tribute is a sailpast, While a model doesn't have to be a warship to participate in the sailpast, we want a warship themed show and tell at our April meeting. So please bring your warship models and tell us a bit about them and the roles they played in their navies.

The second part of the April entertainment will be an explanation and organization of the Powell (sail) and Denton (power) cups. These are really fun events and are luck rather than skill based, so everyone has an equal opportunity to win April.

The March entertainment will be motors and speed controls.

Finally, please renew your membership now. See you at the pond.

Ron

**2020 Executive Committee**

<i>President: Ron Hillsden</i>	<i>479-5760</i>
<i>Vice-Pres: Dave Nelson</i>	<i>812-1942</i>
<i>Secretary: Elgin Smith</i>	<i>384-0574</i>
<i>Treasurer: Mike Creasy</i>	<i>888-4860</i>
<i>Director @ Large: Ken Lockley</i>	<i>477-5830</i>
<i>Binnacle Editor: Edward White</i>	<i>385-6068</i>
<i>Quartermaster: Vacant</i>	
<i>City Liaison: Mike Claxton</i>	<i>479-6367</i>
<i>Membership: Bev Andrews</i>	<i>479-2761</i>
<i>All above area code (250)</i>	



**ON THE RADAR**

Upcoming Events

**Warships theme night, April general meeting.**

**Battle of the Atlantic Commemoration, May 3rd.**

**Maritime Museum Garage Sale, April 18th.**

**Springer Soccer with Terry Gerard, March 22nd**



**Meetings: Second Thursday 7:30-9:30**  
**St. Peter's Anglican Church, Lakehill**  
**3939 St. Peter's Road**  
**Upcoming meeting: March 12th.**



**Sundays 9-11**  
**Harrison Model Yacht Pond (HMYP)**  
**Dallas Road at Government Street**



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



## In Memory of Barry Fox

### By Bob Wells, IOM USA Class Secretary



PRO and Scorekeeper Barry Fox in the center of the fun at the 2017 COW regatta in the Seattle area, where he often managed the racing of this annual regatta.

He was a friend of the IOM community on all levels, so with a heavy heart I note the passing of Barry Fox on Sunday morning, February 16, 2020. His three children were with him, and his passing was peaceful.

Barry was raised in the Canadian Prairies and car racing was an early and long passion. I think his radio sailing passion began with IOMs in Texas, while he continued his corporate life in the oil industry. I met him in 2010 at Seattle MYC's 1st promotional IOM regatta, and Barry was now recently retired in Victoria, BC. A few months later we meet again when six of traveled to Saltspring Island and Barry served as scorekeeper and IOM goodwill ambassador. This began many trips across our Pacific NW borders to share IOM sailing and friendship. Barry facilitated the IOM class in the Pacific Northwest by doing what needed to be done to get regattas on the schedule and then supporting them with whatever was needed. If he wasn't the local organizer, he was the organizer's friend in measurements, scorekeeping, and PRO if needed. Barry's IOM support in the USA included assisting at the 2015 Foster City IOM Worlds. He travelled back to Texas in 2018 to serve as scorekeeper at the 2018 IOM USA Nationals on Lake Ray Hubbard, and he was a fixture as PRO/scorekeeper at our Hood River Carnage regattas.

Barry was a Canuck that was very active in his local radio sailing club, Victoria Model Shipbuilding Society, and the Canadian Radio Yachting Association (CRYA). He was the CRYA IOM Class Secretary at his passing. His influence extended internationally, when he was a member of the IOM ICA Executive Team, actively serving as Secretary for years. He especially gave freely of his time assisting newcomers to IOMs on the personal level. He's a charter member of David Cook's "Shop Slaves", and I can think of no higher a complement.

In all his endeavors, I found him a positive and calming influence full of insights that were occasionally pithy. I remember our awkward phone discussions when he had just received his pancreatic cancer diagnosis, and we didn't know if it would be our last conversation. Over a year later the treatments were beating back the cancer cells, and I looked forward to our phone conversations that now included IOM regatta scheduling. I don't know what the complication was that took him quickly in the end.

Most of all, he was a great friend who left us too soon.

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 Good words, worth repeating, and something of Barry for us to know about.



**VICTORIA MODEL SHIPBUILDING SOCIETY  
GENERAL MEETING MINUTES  
FEBUARY 13TH 2020**

1 CALL TO ORDER AT 7:32 (1932) PM

2 REPORTS

HEALTH AND WELFARE – BARRY FOX IN HOSPITAL

FINANCIAL

MEMBERSHIP – APPROVAL OF NEW MEMBERS (BYLAW 2.1

JERRY McCOFFERY

Reminder – Membership Dues

4 RECENT EVENTS

DEC 12

CHRISTMAS / AWARDS DINNER

6 OLD BUSINESS

STORAGE ARRANGEMENTS- Requirement for 2 Car Garage

BOAT REGISTRATION - VOLUNTARY

Inventory – Dave North

PRESIDENT'S LIST

7 UPCOMING EVENTS

TODAY SWAP AND SHOP

March Ken Lockley – Shaft Installation

APRIL ROUND TABLE

3 MAY 2020 BATTLE OF ATLANTIC

21 JUN 2020 SHAS OPEN HOUSE

5-7 SEPT SAANICHTON FALL FAIR

TENTATIVE POINT HOPE SHIPYARD

DEC 2020 CHRISTMAS / AWARDS DINNER

PENDING

THEME NIGHTS

PENDING

BASE MUSEUM

PENDING

MARITIME MUSEUM

DEC 2020

ANNUAL LIGHT-UP REVIEW

PENDING

RUDDER/STEERING/ELECTONICS/BUILD BOAT/ACTION / MODULE TRAINING AID

8 NEW BUSINESS

VMSS VISION – PRESIDENT – EVENTS SHEET – Summary of VMSS activities for 2020

CLUB ASSETS

POWELL / DENTON CUP

9 ENTERTAINMENT (SHOW AND TELL)

SWAP AND SHOP

10 50/50 DRAW – TICKET 296 – ELGIN SMITH

ADJOURNMENT AT 8:47 PM

Total Members in Attendance: 20

Chair - President

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### **Let's set the records straight!**

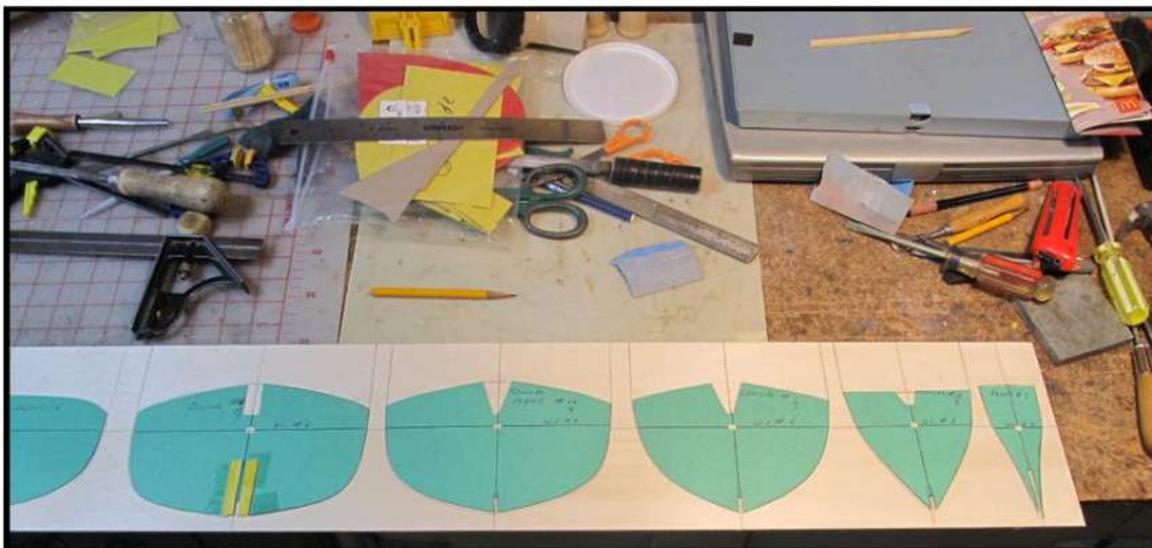
"Hello from Dave North, I am the member who was requested to develop two separate databases. The first one which is well underway includes the club's assets, things like club boats, trophies, equipment (things like PA systems, ponds and liners, pumps) and other assets the club either owns outright or has contributed to. This first database is a public record available to the club membership and is designed to track the assets the club owns and their locations. The second database is more private in nature and will include records including pictures and details of club member's collections. Listing in this database will be at the member's discretion and choice. I have received some pictures from several members of their boats and will be placing these in this second database which will not be public. I encourage members to send me pictures and details and pictures for this database if you want to be included in this database. I also offer to take pictures for you if you need this. I can be reached by phone at (250) 595-5772 or by email at northd@telus.net."

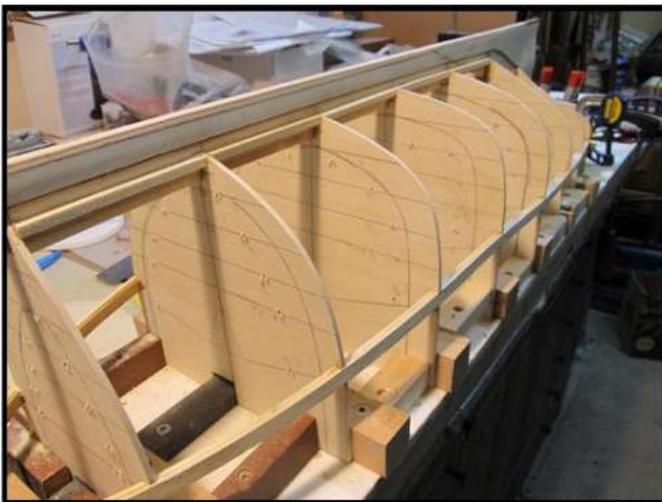




As I work through the building of this new boat, I am going to throw in the odd inspirational photo like this one of the retired CNAV Vessel "Glendevon", now a pleasure vessel showing herself off. This photo was taken North of Campbell River. I would like to give credit to the photographer but unable to find his or her name. Great picture.

The picture below shows laying out the frame patterns on 3 mil. Baltic Birch ply available at any Windsor Plywood store. It's a good product at a reasonable price, with good qualities for model building. My picture shows how relatively easy it is with patterns that are correct. After this stage, I cut them into individual frames and trim off the waste using a band or scroll saw. It's easy to trim the patterns very close to the lines using a 5 inch disc sander. Sorry about the messy work bench. The first picture on the next page shows the disc sander trimming the edges of the frames.



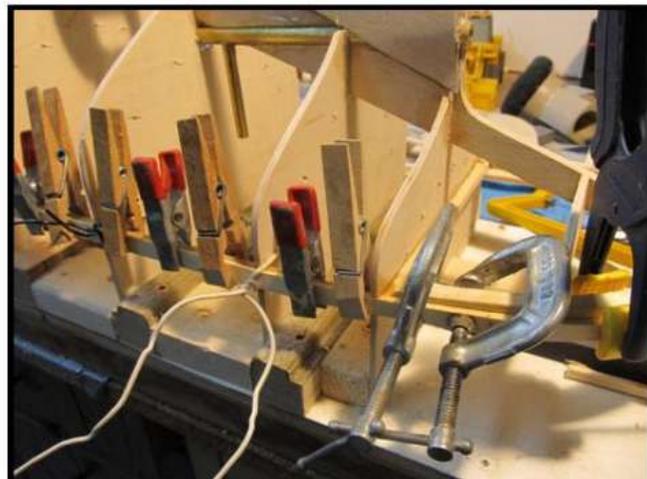


As you can see, I have cut out all the frames and made the keelson. I continue to use Baltic Birch plywood as the quality is excellent and reasonable priced. A small band saw makes easy work of cutting out the frames and the little 5 inch disk sander is so handy for the final sanding to the frames lines. Notice the black board along the bottom of the white building construction platform, each frame is notched to fit tight so there is no possible side-ways movement of the frames. It's possible also to see the detailed pencil lines I put on each frame which keeps the builder fully aware of what he is doing.

The picture to the right shows a variety of clamps used while laminating the gunwales. Instead of using heavy gunwale pieces which I would never be able to bend, I laminate the gunwale by bending two thinner pieces into the notched out frames. It can't be seen here but the round stern section is laminated also.

Tugs in most cases require a fantail stern, which is considerable more difficult to build than a flat transom. This is the third one I have done and it does get easier.

Next month we'll get into building the superstructure.



These two pictures show the detail work around the skeg and rudder. I like to get the shaft and propeller in position before I start planking the hull. This idea comes from watching a tutorial on R/C Modeler web site. The modeler doing the tutorial was San Francisco Bob. His work is excellent and I try to learn following his ideas.



The US Army "Mikimiki" Tug: Sixty one of these tugs were built, ten from the East coast and the remainder from San Francisco North and especially in Washington state. Approximately 120 ft in length and with a 28 ft beam. After wartime use many of them became Canadian tugs under new ownership. The picture below is a good example of the class. Named "Comet" and was used by Canadian National RR.



LT 390 (Miki-Miki)  
Hodgson-Greene-Halderman  
Long Beach, 1944  
Official Number: 252239  
1280 hp Enterprise  
117.7x28.1x12.8  
Burned and sank in Prince Rupert, 1966.  
No loss of life.  
Raised, towed and scuttled at Port Hadlock.



## The New Web Club Website.

The Club's website has changed. It has taken far too long to do, I am still a little baffled by how slow I have been to learn it, but it's here now, a work in progress. It is still on the same web address, vmss.ca, but the look and the content have changed.

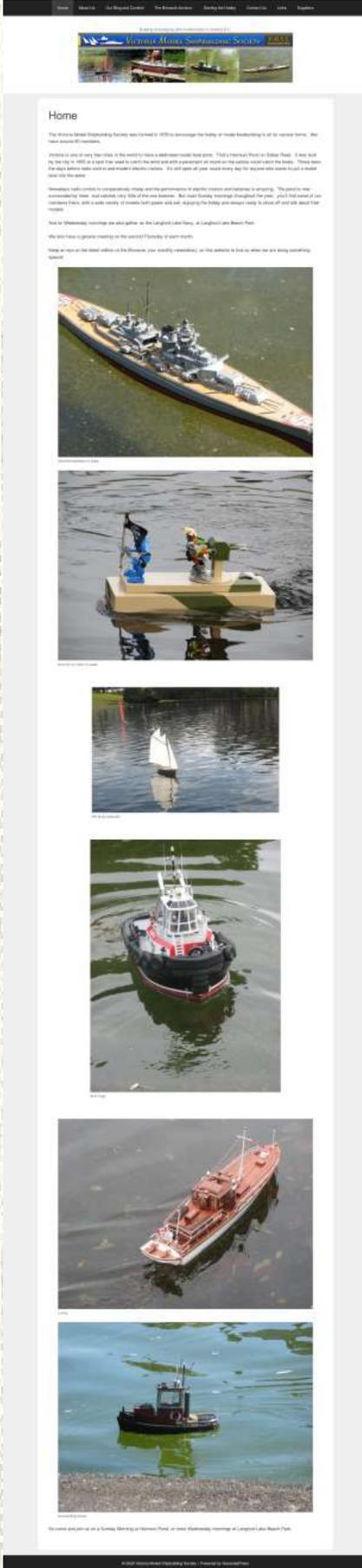
The heart of the site is the archive of Binnacle newsletters. We now have about 200 of them available to you on the site, and, I think, there's about another 200 to go. All those that exist as electronic files have been added, the remainder, I think, are paper copies and these will have to be scanned individually and then compiled into PDF files to put them up on the site. Ron Armstrong has kindly lent me his copies that go way back and I will be working on them to get them up, but it will take a lot of time.

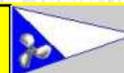
The next big section is on the Blog and Content pages, where we have got up many of the articles that Mike Creasy has written for the Binnacle in the past. Although this is repeating part of what is in the Binnacle Archive, the Blog and Content pages offer a much better chance of being able to index them or search for individual references, (when I learn how?). I am planning on raiding the Binnacles for other articles and other authors and adding them to the Blog and Content pages over time. Also, on writing short "Blog Posts" like "The Plank on Bulkhead Hull", as often as I can to keep the site active.

The Contact Us page gives anyone the opportunity to send an automatic e-mail to the site, which gets forwarded to me and, in the future, to other executive members or volunteers, for action. The site has already received three of these, two that I am putting in this copy of the Binnacle and one that is just spam.

I have also started two pages called "Links" and "Suppliers" which are lists of web links that will take you to other sites of interest on the Web. I would like to grow these pages so that our website can help a beginner in the hobby find all kinds of help and information. We have often talked at general meetings about adding lists of suppliers to the Binnacle. Well, here's an opportunity for all of you to add any site you have found useful. Use the contact form or send me an e-mail at edwud72@gmail.com.

The Home page, the About Us page, and the Getting Started page are aimed at people who might be considering taking up the





hobby or even joining us. If you see a way that they can be improved, please let me know.

Now, if you would like to have something of yours posted on this website, an article you have written, or photos with captions that you would like other modellers to be informed about, you will be very welcome. There are two ways to do this, you can e-mail me the stuff and I will find a way to publish it, or you can become an author directly on the site. I will have an article on how to become an author ready in the next month, it involves me sending you a username and password to get into the editing software on the site and I will try to write something coherent enough for you to be able to start writing and publishing your ideas. The site software will give you huge freedom to put all kinds of fancy stuff into your "post", but like anything else there's going to be a learning curve, and I'm only a little way up it right now. It would be terrific to have a number of you as authors, so that you could just hop on and write about anything interesting you come across.

But if you want to e-mail me the stuff for me to publish, I will try to find a way. I know I can cope with PDF and Microsoft Word files, and Ken Lockley has pioneered sending me Microsoft Publisher files as JPG images for the Binnacle. If you can, the easiest way for me to receive content is as plain text files, along with the pictures you want to put in as JPG files. Just about any word processor you might have will have a "Save as text file" option.

### Site security

The two ways that anyone can put something onto the site are "Comments" or the "Contact Us" page. Anything that is submitted on either of these will come through me before it gets published. This is so that I can stop any of the web nastiness or advertising spam from getting onto the site. I added to the "About Us" page a little section on editorial policy and that is how I am going to judge incoming stuff. The site has already generated two genuine enquiries, (below), and two pieces of spam.

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Hello. I am emailing to enquire if you have any members that might have an interest in building a scale model of a paddlewheeler. The paddlewheelers i am interested in are the Klondike from the Yukon, and any of the Sicamous or Moxie or Minto from the interior of B.C. I would be happy to commission a build...

Thank you. Anthony Beruschi.  
604 805 8785 ajb@beruschi.com

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Does anyone in your society have an interest in "ships in bottles?" As a child I was given a small one made during WWII by a German prisoner of war. Over the years at some point it was dropped and one of the masts on the ship dislodged. I'm hopeful that someone can repair it for me. Any suggestions would be appreciated. Thank you.

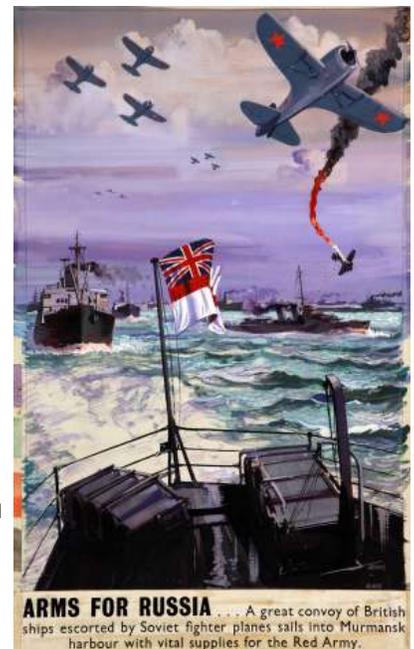
shirley\_page@shaw.ca

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## Battle of the Atlantic Part 6

By July of 1942, the U.S. had organized a convoy system for its shipping all the way from the Caribbean to Canada. The success rates for the U-boats off the U.S. coast dropped dramatically, the second "Happy Time" for the U-boat crews was over. Doenitz withdrew his submarines from the Western Atlantic to concentrate again on the North Atlantic and the convoys supplying Britain and Russia. The U-boat numbers were increasing with the building programme in full swing, and by October, he had 80 boats on patrol in the Atlantic. This gave him the opportunity to organize several wolf packs simultaneously and convoy losses started to climb. But U-boat losses also climbed, in September and October 60 U-boats were sunk, one for every ten merchant ships, whereas in the first half of 1942 the rate had been one U-boat lost for every 40 merchantmen sunk.

At this point I should add to the picture the story of the Arctic convoys to Russia. These had been organized as a gesture of support to Russia while the Western Allies were still unable to open a second front in Europe. While their contribution to the Russian war effort was relatively small scale, they were viewed as essential to reassure Russia and Stalin of Western support in the terrible battles of attrition that were to happen in Russia. There were 78 convoys in all between August 1941 and May 1945, some 1400 merchant ships in total delivering supplies to Russia, mostly under the Lend/Lease programme. They were threatened by ice, fog, appalling cold, and frequent severe storms, while their route took them close to Norway's North Cape, from which the Germans could send surface ships, submarines and, above all, aircraft, against them. The British Admiralty saw these convoys as a huge toll on the demand for escorts and ships that they were desperate to use elsewhere, but they did provide heavy escort forces and suffered the casualties.



The worst losses of any convoy in the entire war was to PQ17, in July 1942, 24 merchantmen out of 35 were sunk. The convoy at the start had very heavy escort coverage, but British Admiralty thinking was dominated by the threat of the Tirpitz, which had moved north to Altenfjord on the Norwegian Coast. Expecting combined attacks by the Tirpitz and its supporting ships, from U-boats, and from the 264 warplanes that the Luftwaffe had in Northern Norway, the Admiralty gave orders for the escorts to withdraw and the merchant ships

to scatter. As it happened, the Tirpitz returned to Altenfjord after less than 24 hours at sea, but the Luftwaffe, and U-boats, unopposed and with close to 24 hours of daylight, harried the merchantmen to the end.



Further arctic convoys were cancelled until September, and relations with both the Russians and between the British and U.S. Navies were badly damaged.

A new series of arctic convoys, the JW and RA convoys was re-instated in December 1942, and ran to the end of the war, but were interrupted in the summer months to avoid the long daylight hours.



But a whole lot more was happening in the summer of 1942.

In the Pacific, Chester Nimitz led the U.S. forces in first checking the Japanese advance at the Battle of the Coral Sea in May, then inflicted irreparable damage on the Japanese fleet in June, and went on to start the roll-back of the Japanese with the invasion of Guadalcanal in November.

After Midway, the U.S. could afford to consider pushing forces across the Atlantic, and Dwight Eisenhower organized and carried through Operation Torch, invading North Africa, at the end of October 1942.

Across North America, industrial production was getting into high gear, and the total Allied production of Merchant shipping exceeded 700,000 tons for the first time in the month of July. Doenitz had believed that this figure was the maximum possible for the allies, but they went on to produce 1.5 million tons a month in 1943. The U-boats would never keep up to this. The Liberty ships and the Canadian Forts and Parks were building faster and faster, and escort vessels, corvettes and destroyers and even escort aircraft carriers were entering the fray faster than they were being lost.

So the Battle of the Atlantic was working up to its furious, vicious, climax in the winter and spring of 1943. More merchantmen were filling the convoys, and heavier escorts were available for them, but Doenitz had the U-boat numbers to put multiple "wolf packs" into the gap in air cover south of Greenland and Iceland. The intelligence and code-breaking war over the movements of both sides was the background to desperate nightly contests between U-boat headquarters in Pignerole, France under Hans-Rudolph Rosing and Western Approaches Command in Liverpool under Max Horton. In St. Johns, Newfoundland, Commodore Leonard Murray, RCN, was coordinating the escort forces that covered the convoys in the gap. The Canadian boys who were the seamen on both the escorts and the merchantmen, were battling through under appalling conditions to be the pawns in this deadly chess game.

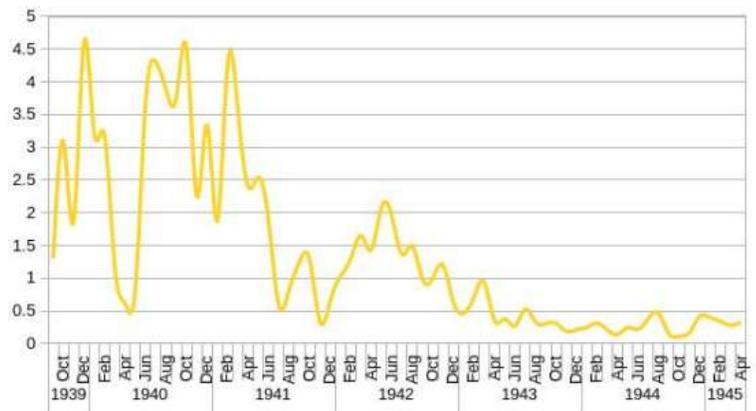
The worst month of all for the allies was March 1943. On the 10th of that month the Germans added a new refinement to the Enigma, which blinded Bletchley Park for 9 crucial days. Five convoys were intercepted by wolf packs in March. 476,000 tons, 82 ships were sunk in the Atlantic. It seemed

to prove that if a wolf pack of some 20 U-boats could locate a convoy, the escorts would be overwhelmed and the losses huge. Britain was left desperately low on fuel, and some even considered abandoning the convoy system.

But in April, with Bletchley Park again able to crack Enigma traffic, Allied losses fell to 39 ships, 235,000 tons and 15 U-boats were destroyed. By the beginning of May slow convoy ONS 5, westbound, of 42 merchantmen and a total of 16 escorts, was a battle that lasted over a week with over 30 U-boats engaged. Although they lost 13 merchantmen, 63,000 tons, 6 U-boats were sunk and 7 more damaged. The tide had turned, the escorts had proved their ability to protect the merchantmen and to strike back.

The rest of the month of May became know as Black May in the U-boat arm. 43 German submarines were destroyed in the Atlantic by the end of the Month, 25% of the total operational strength. Doenitz called off operations in the Atlantic, and did not resume the offensive until September.

But the U-boats never regained the advantage. They were still a feared force and they fought on heroically, but their effectiveness in terms of ships sunk per U-boat employed never recovered. With the "air gap" covered by long range Liberators equipped with the new radar, and the ability of the same radar to enable Coastal Command aircraft to harry the U-boats all the time they were out of their bases, nothing could now stop the ever-increasing flow of resources across the



Atlantic. The allies were no longer on the defensive, but building the resources to take the initiative.

And by that time, on land, Rommel was defeated and North Africa secured, the siege of Stalingrad was over with a loss of some 850,000 Axis troops, and the Japanese had been pushed back from both Guadalcanal and New Guineau.

In the last part of this series, I'll review the history of the fight in its final phase, from mid 1943 to the end of the war.

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## Springer Soccer with Terry Gerard

I would like to start a springer soccer league starting on Sunday 22 . If any interested club members can bring there boats. Start time will be about 10:30

My phone number is 2508937988, email - myvickycat1@gmail.com



The Maritime Museum of BC's  
17<sup>th</sup> Annual

## Massive Marine Garage Sale

**Saturday, April 18th, 2020**

**Ogden Point - Pier A, 9am to 1pm**

**FREE PARKING**

**Entrance Fee: \$5.00** (children under 12 free)

**Table Rental / Car Topper / Boat on Trailer Fee:**

**\$40.00 (Early Bird: \$35.00 if paid by March 28th)**

**Commercial Rental Fee: \$85.00**

Donations of items are welcome. Please contact the All Things  
Marine prior to drop-off or to arrange for pick up

To register or for more information, please call 778-351-0011 or  
email Ann Jones at [ajones@mmbc.bc.ca](mailto:ajones@mmbc.bc.ca)



## News of the Maritime Museum

First is the poster for the Maritime Museum Garage Sale, to the left. Secondly they have published a notice about their plans for a move to Langford, Goldstream Village in Particular, which I have copied below.

(Langford, B.C.) – At 5:00 p.m. on Tuesday February 25, 2020 at the City Centre Grill located at 1089 Langford Parkway, the City of Langford and the Maritime Museum of BC will be entering into a memorandum of understanding for the proposed construction of a state-of-the-art maritime museum, conference centre and performing arts theatre in Langford.

The planned project will be located at 790 McCallum Road in the City of Langford and will include the Pacific Maritime Centre that contains a Canadian maritime museum, an immersive planetarium theatre, an

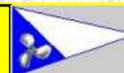
observational light-house design sky-deck, a 40,000 sq. ft. conference centre and a multi-story business tower which will be available for government or corporate offices. The project will also include an adjoining approximate 1200 seat state-of-the-art Performing Arts Theatre, which will attract world renowned Broadway shows and provide other arts and culture experiences for the Langford residents and youth.

The estimated cost to build the Pacific Maritime Centre is \$57 million dollars, while the estimated cost to build the Performing Arts Theatre is \$30 million dollars. It is anticipated that the project will be funded through fundraising, tenant lease agreements and federal government infrastructure programs.

The Mayor of Langford, Stew Young, stated that, "this project will create several new Canadian iconic attractions for the City and will further enhance our commitment for providing family-based entertainment, youth training initiatives, educational programming and exciting new public events that help support our local economy."

Captain John Clarkson, Chair of the Maritime Museum of British Columbia, stated, "we are very excited about working with the City of Langford on this proposed project. This is the perfect opportunity for the Museum to establish a cooperative development model involving both the government and private sector to create an excellent experience for visitors to Langford and Greater Victoria."

The Museum and City of Langford will work towards creating partnerships with First Nations, School District 62 and other school districts, post-secondary institutions, non-governmental organizations, federal and provincial departments, youth and daycare programs, other private sector entities, and community-based arts and cultural organizations.



**VICTORIA MODEL SHIPBUILDING SOCIETY  
ANNUAL GENERAL MEETING MINUTES  
NOVEMBER 14TH 2019**

**PART 1 – GENERAL MEETING**

**1 CALL TO ORDER AT 7:32 (1932) PM**

**2 OLD BUSINESS**

**BOAT REGISTRATION – DAVE NORTH  
PRESIDENT'S PLAQUE  
STORAGE ARRANGEMENTS**

**3 REPORTS**

**HEALTH AND WELFARE  
FINANCIAL – SEE Part II**

**MEMBERSHIP – APPROVAL OF NEW MEMBERS (BYLAW 2.1)**

**PARKS-CITY LIAISON – UPDATE ON SEWER PROJECTS – COMPLETE – PATHS AND  
SIDEWALKS TO BE ADDRESSED**

**RECENT EVENTS**

**NIL TO REPORT**

**SAILING ACTIVITIES**

**REGATTA – OAK BAY – NIL TO REPORT – WINTERS – FIRST SATURDAY EACH  
MONTH**

**4 NEW BUSINESS**

**ELECTIONS NOV 2019 – SEE PART II**

**5 UPCOMING EVENTS**

**DEC 12 – 1700 FOR 1800 - CHRISTMAS / AWARDS DINER**

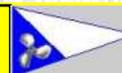
**DEC 14 - 1600 - LIGHT UP PARADE**

**6 ENTERTAINMENT / SHOW AND TELL**

**KEN LOCKLEY – NEW BOAT**

**HAROLD – LESSONS LEARNED – TOOLS -TECHNIQUES-PROGRESS ON BOAT –  
CABIN COMPLETE – KEEP IN PLACE – SANDING (TWO SIDES)**

**7 50 /50 DRAW – TICKET 175 (MUARAY BAIN)**



ADJOURNMENT AT 8:00 (2000) PM  
27 MEMBERS AND 1 VISITOR IN ATTENDANCE

PART II – GENERAL ELECTIONS AS PER VMSS CONSTITUTION AND BY-LAW SECTION 3

ELECTIONS CALLED TO ORDER @ 8:05 (2005) PM  
BYLAW 3.5 – MIKE CREASY APPOINTED AS CHAIR BY THE BOARD OF DIRECTORS  
QUORUM PRESENT – 27 VOTING MEMBERS

MOTION TO APPROVE AGENDA – RON ANDERSON / PRESIDENT APPROVED

MOTION TO ACCEPT MINUTES FROM LAST ANNUAL GENERAL MEETING AS READ –  
EDWARD WHITE / PRESIDENT  
APPROVED BY MEMBERS

NO UNFINISHED BUSINESS

FINANCIAL RELATED REPORTS – PUBLISHED IN BINNACLE

NO OTHER REPORTS REQUIRED

ELECTION OR APPOINTMENT OF DIRECTORS – BY-LAW 4

PRESIDENT – RON HILLSDEN ELECTED / RICK GONDER ALSO NOMINATED BUT  
RESPECTFULLY DECLINED

APPROVED

VICE – PRESIDENT – DAVE NELSON – NO OTHER NOMINATIONS

APPROVED

SECRETARY – ELGIN SMITH – WILL TO STAND ANOTHER YEAR – NO OTHER  
NOMINATIONS

APPROVED

TREASURER – MIKE CREASY – NO OTHER NOMINATIONS

APPROVED

DIRECTOR AT LARGE – KEN LOCKLEY - NO OTHER NOMINATIONS

APPROVED

MEETING ADJOURNED @ 8:20 (2020) P.M.



I intend to use this page as a list of suppliers and other useful contacts that I or anyone else in the club finds and lets me know. All contributions will be gratefully received. Just a means of contact and a very brief description of why they are useful.

### Suppliers.

- \* B.C. Shaver and Hobbies, Hillside Mall, Victoria
- \* Hobbyking. hobbyking.com Big web-based hobby supplier, low prices
- \* Cornwall Model Boats. cornwallmodelboats.com. Not cheap, but brilliant for specialty parts.
- \* MicroMark . micromark.com. Good for modelling tools .
- \* Modelers Central. modelerscentral.com. US supplier and great web site with all kinds of resources.

See their blog for lots of useful information.

- \* Belair Kits, [www.belairdigital.co.uk](http://www.belairdigital.co.uk), supplier of laser cut model kits

### Clubs

- \* Burnaby Association of Marine Modellers, BAMB. [bammrc.com](http://bammrc.com). Neighbouring club in Vancouver Burnaby Central Park.

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Help me fill this out by sending me your favourites. Edward - [edwud72@gmail.com](mailto:edwud72@gmail.com).

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