

# The Binnacle

**JUNE 1995**



**Next Meeting July 13th, 1995 - 7:30 p.m.  
Dallas Rd. Pond**

**VICTORIA MODEL SHIPBUILDING SOCIETY  
BOX 45083 MAYFAIR POSTAL OUTLET  
VICTORIA, B.C.  
V8Z 7G9**

## Executive Committee 1995

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	ROB WOODWARD	474-5912

### UPCOMING EVENTS

June 10th, 1995. 1:00 p.m. till 5:00 p.m.  
PRIVATE GARDEN PARTY and FUND RAISER  
V.M.S.S. display by invitation only

July 9th, Saanich Strawberry Festival  
*SUNDAY* ~~Saturday~~ 9:00 a.m. till 5:00 p.m.  
Beaver Lake, B.C.  
All the strawberries and ice-cream you can eat.

July 13th, 1995.  
V.M.S.S. regular meeting at Harrison Pond  
7:30 p.m. till your Mom calls you home.

Sept. 9th, and 10th. 1995.  
V.M.S.S. Annual regatta  
Elk Lake. Victoria, B.C.

## V.M.S.S. - MORNING SPRING SAILING.

The Spring racing program for the STAR Class & Miscellaneous Class has been the most successful yet, with over 90 recorded races. I congratulate all Skippers for their participation. The following are the results for the Spring & early Fall.

### SPRING/95 - STAR 45

1st.	Chris Rennie	1.45
2nd	Ben Rusi	1.59
3rd	Ken Lockley	2.37
4th	Peter Smith	2.74
5th	Lois Lockley	3.50
6th	Vic Gammer	3.95
7th	Jack Plummer	4.44

### Winter/94-95 STAR 45

1st	Ben Rusi	1.65
2nd	Chris Rennie	1.70
3rd	Ken Lockley	1.72
4th	Vic Gammer	3.00
5th	Lois Lockley	3.23
6th	Jack Plummer	4.12

### MISCELLANEOUS CLASS:

1st	Jim Johnson
2nd	Roland DeShepper
3rd	Cory Dyer

The Mayne Island Boys plan to host a small Summer Series, sailing once a month for the next 4 months. Dates & times to follow.

### PLEASE WELCOME NEW MEMBERS:

Mr Doug Ashbee  
705-1234 Fort St.  
Victoria, b.c.  
V8V 3L2  
380-7745





## V. M. S. S. - 95. SPRING SERIES

### Marblehead Class

1st place	Doug Gilbert
2nd place	Rob Woodward
3rd place	Scot Ringrose

Special Note: Dave Seager attended the most consecutive races in this series, so a pat on the back for Dave( hope his teeth don't fly out )

### N.O.R.C. II

### Juanita Beach Report

Four Club members went down to Seattle to race EC -12s and Marbleheads. Doug Gilbert, Ben Rusi, Chris Rennie, Rob Woodward and Alysha our cheerleader attended. Winds were good on Saturday and fun was had by all, with the following results:

3rd place finish	Rob Woodward
4th place finish	Doug Gilbert
8th place finish	Chris Rennie
12th place finish	Ben Rusi

Alysha did the big wave, there were 15 boats in attendance.



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## Library Report

Special thanks goes to Bill Barker and Jack Lenfesty for providing the club's library with a copy of the several parts of their video, "Building Quality Ship Models". This excellent resource will be made available to members soon.

Just a reminder that the loan period for books is one month, and you can come back each month to renew the book if you wish. I have noticed that there are a few books that have been out for three months, so let's get these back soon,

Thanks,  
Doug Dyer - Librarian  
658-5645

### STEAM VERSUS SAIL

Although steam was introduced as a means of propulsion in the early eighteen hundreds, a considerable number of years passed before it became a practical form of marine energy.

The early boilers could only stand low steam pressure, and the single cylinder steam engines were not very efficient.

The ships were unable to carry sufficient coal for long voyages and therefore were restricted to short coastal trips. In the eighteen eighties all this changed with improved boilers and the introduction of triple expansion engines.

With the demise of sail, John Mafield composed this couplet-

"They mark our passage as a race of men.

Earth will not see such ships again."

Marlin Spike



## The High Cost Of Cheap Inflation

This article first appeared in a **Hearst** Publication intended for the service industry and was reprinted in the *Atlas Tire Bulletin* in 1991.

Please note: Fellows and Gals, we all drive our cars and vans around town and to and from meets, we could be unknowingly be driving a bomb.

It concerns a technician who was trying to remove a nail with pair of pliers. Unbeknownst to him, the driver had used an inexpensive tire inflater can earlier in the day.

The technician was inserting a rasp into the tire to provide clearance for a rubber plug, a common practice for fixing a small hole without removing the tire from the rim. There was a large noise and the technician woke up on a medivac helicopter with broken bones and a collapsed lung.

If you read the fine print on the cans, you will learn that some of them use a mixture of propane and isobutane for inflating the tire. Apparently the technician's hardened metal rasp struck a spark with the steel belt in the tire, igniting this highly flammable mixture.

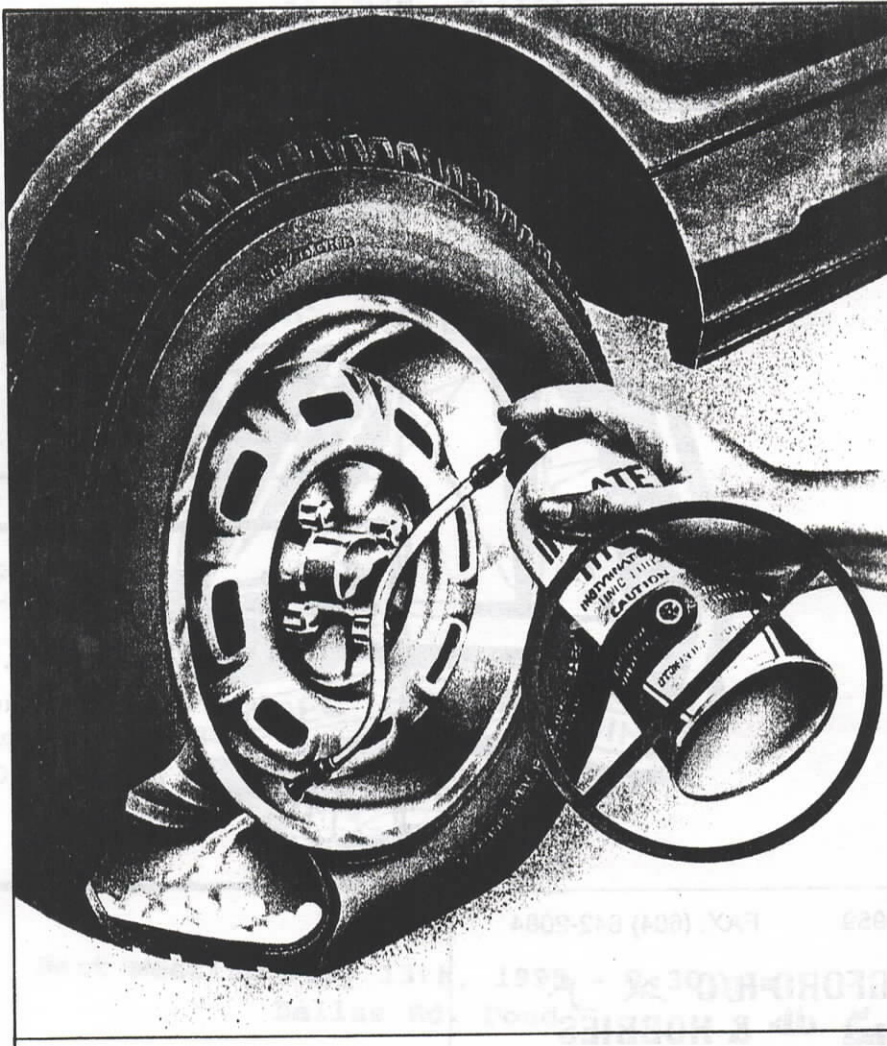
True there is a warning sticker on the can for you to peel off and place on the tire to warn others of what's inside. But how many of us are likely to do that, especially at night, in traffic or on a rainy day? Many other quick flat-fixers use ozone-eating CFCs instead of flammables. It is not practical to use simple compressed air or nitrogen because the presser required would make the can weigh too much.

Aside from their potential for explosion, many of these devices propel material into the tire to plug up the hole. These substances work just well enough to make it easy to forget there was a problem. However, like cold remedies, this temporary cure deals more with the symptoms, rather than the malady. A leak usually indicates damage. Accordingly, any leak should have the prompt attention of a competent tire technician who can assess the problem and fix it properly, to prevent more damage.

The most responsible method of temporary inflation is a small, portable 12-volt compressor that can plug into your cigarette lighter.

But if you use a temporary inflation device charged with flammables, be sure to warn the technician who has the job of making a proper repair. He should remove the tire's valve stem and let it deflate-out doors-before attempting any work.

## CAR CARE



PM ILLUSTRATION BY DON MANNES





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