



April 2024 Membership Meeting, News and Other Things

As I write this month's newsletter there are pellets of snow coming down, this is after last weekend being in the 70's for temperature! Spring, you have to love it as the cold weather and snow have no teeth left in them. Regardless of the weather, spring "Coffee and Pastries" is nearly here and the weather gets better, keep reading. Coffee and Pastries organizer Terry Bertelsen says:

*Our Spring Kick-off is just around the corner - **Sunday May 5th 10:00 a.m. - noon in the Hughes Pavilion.** Like last year, very casual with coffee, juice, pastries, and donuts. In order to proceed with preparations it's important to hear from everyone who plans to attend by Sunday April 28th. Please contact Terry Bertelsen at or text her at to let her know you (and guest), will be attending.*

Things going on....

I had a telephone conversation with Steve Rusk. At the meeting I threw out his name and some of the long term members in the club knew the name. Why? Steve was Commodore #1 for the club from 1992 to 1994. Steve had a job that took him all over the country and thus his time with the club was interrupted. Even though he has retired he still gets contacted to take care of things associated with his previous work, but he indicated that he is interested in getting back in touch with the club. Some of his questions in our conversation included: is there still a parade of boats - yes, still the big event; how are the Fairwinds doing - classic boats, the boat of the time at the beginning of the club and we don't see them enough on the water; and he has an EC12 that he would like to get back on the water. Perfect! There seems to be momentum in getting more EC12s in the club so another boat would be excellent! More on EC12s later in the newsletter.

I authorized a reimbursement cost of \$130.00 to replace buoys used for racing at Smith Park in Bloomington. These buoys are designed to be used for water skiing and manufacturing is being discontinued. They sit out in the sun all summer long at Smith and deteriorate with exposure to the sun. The expense includes the purchase of replacement buoys and several additional buoys to be kept on hand for future replacements. This expenditure is not one of our usual costs and sailboat racing is a bit different than our other club activities so let me take this opportunity to make the

members in the club, that are not racers, aware of the racing activity. Sailboat racing was a mainstay of club activities from the very beginning. The boat for racing at the beginning was the Fairwind mentioned by Steve Rusk. Racing was by club members only. Later as boat designs progressed and many, many, more boats became available the club adopted the ODOM as the official boat to race, and the Fairwind was relegated to classic status. Several years ago it was discovered that there was another group of skippers racing Laser sailboats at Smith Park. Eventually the two groups of racers were combined and the ODOM remained the boat of choice. It was not mandated that all racers be a member of the club so that the racing activity now consisted of members and non-members. Because of this the racers became a group with ties to the EMYC but operated on the outskirts. They took care of their own expenses by dividing the costs on a voluntary basis between participating racers. Thus we have not seen expenses in the past for buoys and starter count-down boxes. The member racers have always encouraged the non-members to join the club but membership was not mandatory. It has been my goal for several years to get the racing function fully under the umbrella of the club again, including the expenses incurred for racing. The cost for club members to engage in sailboat racing is no different if nonmembers are included in the racing function or not. Following this explanation the members in attendance endorsed the expenditure.

Temperatures soared the weekend of April 13 and 14 and we had some excellent sailboat racing on the south pond in sometimes blustery and high wind conditions. The DF 95 with the smaller "B" sails have been adopted for racing in high wind conditions which are not suitable to ODOMs. The group that assembled on Sunday the 14th included DF 95s with the standard and larger "A" sails and some with the smaller "B" sails, plus a couple of ODOMs. What was very interesting was how competitive all boats were together. What was evident was that the better sailors, even with the smaller boat with the smaller sails, usually won the races due to the skill level of the skipper. Here Gary Tschautscher recaps the day:

Thanks to everybody for making it a great first sailing day. Yes, we had the common challenges of being out for the first time. Tweaking some of the boats, resetting buoys and variable winds. A little concerning is that the weeds appear to have begun growing already. It might be due to our very mild winter. There was a mixture of boats since some people missed my post. A couple of ODOMs, DF95s with A-Rig and B-Rig. In any case I think everybody enjoyed the great weather and being able to sail again. Let's keep our fingers crossed for a great season.

- Gary

As the course was being set with buoys and skippers were sailing around to get back in touch with our boats, look what came into the pond under the 76th Street bridge:



New this year (obviously) are these two swan paddle boats. They are different than the usual boats, other than looks, in that the floor is right at the level of the dock, you don't have to step down to get in or climb up to get out, and they accommodate 5 people. Already these boats are proving to be popular as we saw the swan boat(s) several times during our time sailing and racing that afternoon.

At the Meeting

We had a continued discussion about the Parade of Boats. Previously we had discussed the schedule of events within the show and the difficulty of maintaining that schedule. At the meeting we decided that the schedule of events can be no more detailed than to schedule the two main crowd pleasers, the burning barge and the water skiers, on the hour. There is too much that is unpredictable going on to schedule anything else. Beyond these scheduled events it is all hands to get as many boats on the water at all times as possible. Everyone's efforts to do just that is very much appreciated!

I also threw out that it would be nice if we had a small PA system outside at the pond with someone to talk about the boats on the water. As with many of my great(?) ideas the group responded with "we used to do that!", and also with who used to do the commentary. I checked with Chris in park management and he said they could get that set up for us. Now we just need some people willing to grab the microphone and do some impromptu, on-the-fly commentary. I have seen this done at the large scale RC airplane fly-in with the club in Owatonna and as a person that does not know anything about RC airplanes the commentary was very interesting and helpful. Let me know if you would be willing to take a turn at the microphone.

Rob Segal has been checking into making shirts available to identify club members at all our functions. Here is Rob holding one design, and the current two options:



However Rob has turned this over to a professional graphics person so likely neither of these will survive. The group consensus was that both polo and tee shirts should be available.

Rob continued that he is working on the poster for the year and needs photos to put in the poster. Send them to Rob at. We also discussed noting on the poster that the Swap Meet is open to the public for selling their own boats or purchasing items at the meet. We could also indicate that boats are for sale during the Parade.

The club had an inquiry as to when we race sailboats so that the person could come to watch. Typically we receive one to two of these requests during the year through the. Unfortunately we have to respond that the racing day and location is determined by weather and pond conditions. After the very pleasant day of racing last Sunday I was reminded of a couple of years ago where we had open sailing (and boating) on the south pond on Sundays. It was a popular event even if it did reduce the number of boats on the center pond and people wondered where the boats went. We should think about setting one Sunday a month up for DF 95 racing on the south pond, say the 3rd Sunday of the month, and we could let people know of that schedule and location. Additionally I have heard from club members that they would like to see the Sunday open sailing on the south pond back on the schedule. Consider both of these suggestions and let's try to put something in place.

Richard Dahlquist made available a comprehensive drill bit sizing chart to cover all sorts of functions. He also explained the origins of drill sizings #0, #1, etc. It started between World Wars 1 and 2 to standardize drill sizing. #0 is .006" diameter, #1 is plus .0013" and so on. Sizing can also be less than #0 as #0000, #000 and so on. The chart was extremely comprehensive and you can contact me to get a copy. Most copies at the meeting disappeared.

Tim Kowalik brought a "box" to the meeting, his words. Yeah right, a box. As he said he is in competition with Rob Segal for the nicest carrying "box". Inside the box was the completed Chris Craft that he has brought to meetings before as a work in

progress. Last month there was a problem with fiber glassing the hull, but now it is a completed boat!



The “box”



The display!

The unassuming but beautifully crafted box is actually for display! Rob chimed in that his first box had a similar handle on the top but he quickly realized that the handle, which stands proud of the top, made it difficult to stack anything on top so subsequently the handle was recessed into the top.



Above left, the finished boat hull is epoxy coated only, and the black trim around the cockpits (and other items) are computer printed. Also the location of the light housing at the far tip of the bow was a fitting in question at the last meeting and Tim decided that he would place it up front with the powerful LEDs and use it as a headlight! Why not?! Above right, the two exhaust outlets included in the kit were not up to quality standards so Tim made this at his work location out of flame titanium. There is a water pick up too so that water comes out of these tips as per the real thing. Nice job Tim on his first wood boat! (See below for the maiden voyage!)

Next up was Rob Segal who is going to be busy restoring his own full sized classic boat and joined the local/regional chapter of the Antique and Classic Boat Society, ACBS. The local chapter is the one responsible for the classic boat shows that we are attending and they have included the Parade of Boats in their calendar and on their

website! Very nice of them to do that and very much appreciated! There certainly is similarity and cross over between the organizations. Upon starting his membership in the organization he received the winter issue of the club's *Rudder* magazine.



That folks, is not a full sized boat, as the title of the article hints. The detail is astounding. The builder and author of the article is Gregory Rice from the Michigan Chapter of the club. Gregory explains that most of his models are 4 to 5 feet long and take years to build with painstaking attention to detail and with as much attention to authenticity of the real boat as possible. Thousands of #000 screws (eyeglass size) go into the models and Hacker Crafts are his special interest. Much of the trim is custom made and then plated. In the article it states that Gregory displays his models at some of the boat shows and hints that he might be at the Gull Lake show this year. Just another reason to put that show on your must see list this year. It was a very interesting article and as Rob received two copies of the magazine I currently have the extra issue and it is available for loan to anyone interested in reading the entire article. The whole magazine is simply an excellent read, reminds me of the BMW (car) Club magazine that I receive. It is worth the price of membership just to get the magazine.

You may recall in last month's newsletter that a Footy was donated to the club. Rob Nopola was working on a Footy of his own and was interested to see how this one went together for reference. If you are not familiar with this class boat the main class requirement is that the boat fits in a specific size box. Any shape goes just so long as it fits within the overall dimensions of the box. A couple of us in the club have sailed these boats sponsored by the local RC boat club in Manitowoc, Wisconsin. They set up a pool in the parking lot across the street from the wonderful Maritime Museum during the time the museum hosts an annual model boat contest. These boats sail amazingly well! The museum has many wonderful models on display and they also have a WWII submarine you can not only go on board to see but you can sleep in overnight! The

contest is another event to put on your list of things to go see. Here is Rob with the donated boat all reassembled:



A good exercise as Rob now has ideas of how to do the rigging more efficiently.

Also in last month's newsletter was the completion of the Vac-u-tug. Rob Segal was working on the skipper's station and brought the functional, but not quite complete, mock up for presentation.



You can see that the radio is a standard trigger and wheel style. As Rob explained, in his previous business they made museum exhibits for children with interactions that kids could operate but not destroy. With that in mind, the ship's wheel boasts these features:

- The throw on the steering wheel of the radio is a very narrow arc, maybe 30 to 45 degrees total. Incorporated into the adaptor between the radio and ship's wheel is gearing so that the ship's wheel rotates roughly 180 degrees each direction.

- To protect the radio from rough handling there is a silicone viscous coupling that creates a very pleasant and solid feeling resistance to the rotating action of the wheel.
- Also to protect the radio there are positive stops installed at the end of travel for the ship's wheel that are just short of the range of travel for the radio.

The throttle control is remaining and Rob said he just threw the box together so that he could do the demonstration at the meeting. How the station is mounted for use is up in question. It was suggested to look at the children's stations at the Twin City Model Railroad Museum in St. Paul to see what they have done.

Next up was a boat that Don Westley has been working on, the 1958 California Cracker Box. Here Rob Segal is holding the boat in the "in progress" condition.



Don said he messed up the joint for the curved member at the edge of the deck. This joint is an elongated "Z" if you look closely at the photo on the right. Don says "I asked Paul if he could repair the joint as the kit manufacturer would not supply a replacement piece. Of course Paul replaced the entire damaged joint, then proceeded to replace the other side which was not up to Paul's standard". Rob is holding the boat because he was in awe of the quality of Paul's workmanship on what appears to be a simple joint and wanted us all to see the very fine work. Details matter a lot in our boats and we can all appreciate the talent that too often goes unnoticed.

On The Water

Sunday the 21st was a very pleasant day and actually maiden voyage #2 for Tim's Chris Craft displayed at the meeting. Saturday was very cold and maiden voyage #1, which showed that the boat was taking on a lot of splashed up water into the cockpit, was a very brief 10-15 minutes. Improvements were made:



Note the addition of the splash strip to the hull in the photo on the right.

But Tim was not alone that Sunday, here is Rick Beutler setting up garage sale sailboat #1, the smaller of his two garage sale sailboats. Rick had the #2 and larger hull at the meeting with the in-progress restoration but I failed to get a good photo of the boat at the meeting.



That is Rick and his wife and son on the north side of the pavilion on the left photo before I had him move down to the south side with others - right photo. This boat was also at the meeting and originally it had no deck, now it has a double deck, and the sails are a separate garage sale purchase. The boat sailed beautifully! Here is a group shot with five boats on the water:



Not the best photo but from left to right is Tim Kowalik's smaller battle ship that I was running for him, Rick Beutler's sailboat, Tim running his new Chris Craft (foreground), Mark Nickells air boat between the Chris Craft and the swan, and Rob Nopola is running the Footy he had at the meeting. Strong breeze through the underdeck parking but perfect wind for sailing on the pond. I was sorry I could not stay longer with the others.

For Sale

Last month's EC 12 for sale in Iowa was purchased by Kevin Kavaney. Kevin writes:

I was able to connect up with Bob and get the EC-12 home. I assumed incorrectly that the swing arm winch was an Ozman winch like in Larry Wheeler's EC-12, but instead it is a "bang-bang" winch with micro switches which requires a Mode 2 transmitter much like my J boat has. It (the boat) is a real beautiful boat that Bob had totally refinished and I suspect might not have been on the water since.

I think Kevin is open to someone purchasing this boat and it would be an excellent buy. Get in touch with Kevin or let me know and I will get you two together if you might be interested.

Bill Coppage has a nice red hull ODOM for sale. Let me know if you would like to take a look at Bill's boat. Bill also purchased, on behalf of a friend, the Soling One Meter that was donated to the club last month with the Footy.

Coming up

Next membership meeting is May 21st, 7:00 pm.

Coffee and rolls is on Sunday, May 5th, starting at 10:00 am.

John Bertelsen

Commodore

Edina Model Yacht Club



Vice Commodores: Gary Tschautscher, Rob Segal, David Brinkman

Treasurer and Membership: David Brinkman

Sailboats: Tony Johnson

Scale Modeling: Kevin Waldo

Website: David Petrich

EMYC, DF 95 and ODOM Forums: Gary Tschautscher

Dry Dock Party, Spring Breakfast: Terry Bertelsen, Julia Moen

Face Book: Richard Dahlquist, Todd Moen

Off site events: Rob Segal