

EDINA MODEL YACHT CLUB

SAIL & SCALE

NEWSLETTER

July 2026 Membership Meeting, News and Other Things

July, first the heat turned on, then the smoke, so far the month has almost been Biblical! Hot at the park and hot at the classic boat show in Alexandria! Despite the heat we have had excellent club representation at our off-site events for a while now and this continued at the Alexandria show. Attendance seemed to be down a bit this year and it was reported there was also a car show going on in town. The museum was giving rides in one of their launches on the lake and the owners of a couple of the ultra classic boats were also giving rides! A very rare opportunity and it is only at this show. Even with the heat there was steady traffic all day at our display. These photos are from a rare lull in the action:





I am so pleased at what our display at the classic boat show has become and with all the shows in which we participate. I always stand back to look at the set up and think back to my early days as Commodore, and recall that there were just a few of us with a 10 x 10 awning, and we had to concentrate on bringing boats to make a nice display. No more! We have great participation, a 10 x 20 awning and as many tables full of boats that we can reasonably fit underneath - and sometimes we even set up an additional awning. As I have mentioned, each show has its own flavor and this is definitely the "up north at the lake" show. John Bishop took time out from the show to check out the museum and was very impressed, including our boats that are part of the "Beyond the bathtub" display. The museum is a great day trip if you are not in the area, and a must see if you are. Walk through the doors and travel back to another time, you definitely leave today behind you. I try to include photos of different boats in the newsletter from year to year for each show we attend, and it was not difficult to do at this show:



This is a 1954 Alumacraft, 16 footer, with a Mercury MK50 motor (40 hp). Besides the unusual steering layout, it is also narrower than the usual fishing boat version and though not well shown by the photo actually looks to be an 18 foot boat. One thing about boats at these shows, the location and layout of the captain's controls in the boat and the motor is one of anything goes. Check out this one:



Again, the photo does not do it justice. This was an incredibly classy boat, one from the Lee Anderson collection, a 1925 Fay and Bowen Launch. In person it was just stunning. My favorite of this show. Steering wheel left or right, motor front or back, double or triple cockpits, everything and anything is just fine. Speaking with Lee's son at the boat he was explaining that in this era the motors in the boats were largely surplus from WWI, then gradually changed as the supply ran out to private manufacturers until that was halted by WWII, then repeat with the surplus engine supply from WWII. Inexpensive motors allowed the number of boat manufacturers to greatly increased for the time, similar to what electric motors have done for vehicles in current times.

I found this photo inside a bag in one of the boats at the show:



Reminded me of some of the car shows on TV doing resto-mods, and when they are done about all that is left of the original car or truck is part of the body shell.

One last interesting boat named "Skinny Dippin'", Greavette was the manufacturer, and the model was the Dispro. It is 18 feet long with a Coventry Victor Midget motor, and the propeller retracts for going over shallows:



Attendance seems to have been down for the events so far this year, and I suspect that people just have so many things going on that our available time gets spread pretty thin. Example within our ranks, many members belong to other clubs - RC airplanes, cars, model railroads, we have a lot of interests. Kevin Kavaney belongs to an RC glider airplane club that flies in Minnesota and surrounding states. He sent out this note and some links to some very special drone video of the glider experience:

I know you might find this a bit long, but this was filmed on Friday at our aero tow event by a talented drone operator. From South Dakota.....the 4K visuals are stunning ...try to watch on a big monitor to see what can be done these days.

I watched another video of my glider flying...a sight you never get to see.. there is a sea of corn down below...I flew a ton of towing flights and enjoyed it a great deal...

Kevin

At the Meeting

The room was packed!! Wow! There has been great attendance at the meetings this year. Not much for club business of any importance so that we got to the show and tell quickly with a real variety of boats and just excellent presentations.

Ryan Butler appears to be operating at hyper speed with all that he is doing and the boats he is working on. His first presentation of the evening was of a printed luxury yacht. The real boat is upwards of \$15M.





This boat started what proved to be the theme for the boats this evening, that of custom made boats that ultimately experience stability issues. Both of the custom builders doing presentations were very genuine to share the triumphs as well as the issues encountered with their builds. This particular boat was 3D printed from the original file for a replica of the real boat at a much smaller size than this model. The length of this model was based on the maximum length that Ryan could fit in his (very small) Mitsubishi electric vehicle, with the front passenger seat moved fully forward. The problem that ensued was that in scaling up the size of the boat from the original file not only did the overall dimensions get larger, so did the thickness of the walls, and that created a boat with a center of gravity close to the center of the overall mass. This impacted the stability negatively, and there are other concerns with the model itself that makes it difficult to just add weight in the bottom of the hull. Never the less, Ryan will be working with the situation and also adding many details to the model to complete the build. Quite a stunning boat!

Next was Dan Lewandowski with an update to the Viking ship from Oslo, Norway.



Without the power point presentation this time Dan still went over the history of the real boat that was found buried in the ground - which actually managed to preserve 90% of the wood creating one of the most complete archeological nautical finds ever. So detailed was the preservation that after restoration the entire boat, and all the detail of the accessories, was completely 3D scanned creating massive computer files that were also utilized by a gaming company to create a miniature version of the boat for table top gaming/staging. Dan was able to acquire the files to create his 1/16th scale version.



The model, as the real boat, has an extremely shallow draft and depth of hull so that created quite a few obstacles in the modeling process. In all there are 25 pieces that make up the hull, and to achieve the necessary strength of each part the printing process uses a mixture of 30% flex resin and 70% standard resin. Physically creating room for RC equipment was one, and stability in general was another even though the real boat traversed the oceans and was very stable. Another issue was that the deck is necessarily “porous” and lacks a way to keep water out of the hull. Dan calculated that the weight of water inside the hull could easily overturn the entire boat. To address this there are sump pumps installed to eject water that gets into the hull. One very large issue was getting the boat to sail utilizing the square sail only (there is an electric motor that can be attached to the rudder also if needed). Dan made the sails himself and discovered on a test voyage it is very difficult to tack. After much experimenting he discovered that the overall shape of the sail needs to be contorted by pinching the height of the sail on one side only. This is achieved by a series of drum servos controlling each side of the sail.



Dan added that the color of the sail is historically accurate. The original sails of the real boat were made from wool, which contains lanolin for water proofing and stability. The sail material was then dyed with Red Ochre which contains elements that are anti-microbial to control mildew. Fascinating model and presentation.

Ryan was next with his second presentation of the evening, this time with a creation of his from a request from Todd Moen.



Todd as the collector and champion of whimsical boats for persons of all ages, wanted to create a version of Snoopy as the Red Baron, and include his sidekick - Woodstock. Up for the challenge Ryan presented the close to completed model and went through some of the challenges of the build. One of the features that Todd wanted was water squirting from the Vickers machine guns, but they needed to be intermittent to replicate machine gun fire rather than a steady stream. Ryan accomplished this with the usual water pump but then added a solenoid to create the interruption of the stream. The solenoid is radio controlled and the interval can be changed from the radio. Ryan was very particular that the wood on the dog house not look like slabs so he created a heavy wood grain pattern, and must also be thick to be like planks and not sheets. The grass pattern base is attached to two pontoons and in early testing the original width proved to not be stable due to the weight of the dog house so the platform was widened. Also, the whole creation is propelled by one of Ryan's printed outboard motors and originally the motor was concealed inside the dog house, between the pontoons, which arrangement proved to offer no directional turning ability so it was back to the traditional pontoon boat outboard motor location behind the pontoons. This is an admirable addition to Todd's eclectic fleet of boats!

Next Rob Segal brought us all back to earth with some old school craftsmanship. Rob is currently building a model of a 1946 Gar Wood Ensign on request by friends of a man who is retiring and who owns the real boat which is in dry dock for restoration. This same model is also being built by Katie Williams who is the person behind the Legacy of the Lakes Classic Boat Show. Part of the build is the details including the step plates at the top of the hull for getting into the boat. To create the plates Rob creates vector files which are sent to a fabricator who creates the stamped image in magnesium. The problem with magnesium is that even though it polishes up nicely it also easily corrodes, so that Rob takes the magnesium plate and creates a mold to create a nickel equivalent. That problem solved, Rob went on to explain how he creates the polished rubbing rail all along the top of the hull. This is done using jewelers wire which is fed through a Chinese made crank device that presses a half round cross section into the wire. Very classy!

Ryan was again back with his final presentation of the evening. After the last members meeting Ryan purchased all four hulls for Laser sailboats that were in the storage cage. Missing only a few parts he has assembled all hulls, complete. No longer the dull all white boat they are, I am sure, all stunning in their own unique color as represented by the blue boat he brought to the meeting. Each has their own radio and the goal is to loan them out to anyone that wants to try sail boating. Ryan even made his own sails, which were very nicely done.



Two final quick presenters included Kevin Waldo with his just purchased Evenrud outboard motor, for which he is looking for a boat to mount it to.



Rob reminded him that Rob is a supplier to the world of collectors of these vintage “toy” outboard motors of missing parts, of which Kevin’s was missing some minor parts.

And the final presenter was Tony Gutierrez who brought a - smack yourself in the forehead why didn’t I think of this - two business cards with QR codes for the club’s website and Facebook page.



A little refinement needed, but these will never go out of date and provides all the information a person could need to start investigating the club and everything we do.

For Sale

The club received a contact from the website from a gentleman in Iowa looking to find a home to complete the construction of a PT boat that he has constructed to a substantial degree:



Right now, I am looking to see if there is interest in this boat. In our communications he has indicated that he has quite a few tools in his shop that he would like to place

too, and that discussion is on-going. Drill press (one for Dremel, one other), jig saw, band saw, all apparently hobby size, and other miscellaneous tools.

I have a 6 volt battery if anyone can use it (free) and a very nice small fast electric that comes with three batteries, no charger included. The boat cannot be used at Centennial Lakes but would be great at a lake home or other non-park location and not at a club event (\$50):



Elections in October

The October elections are to elect members to the Commodore and Director positions and are based on candidates presented at the September meeting. We are doing this primarily because if there are no candidates for Commodore or Director we need to scramble. I have mentioned that I will be stepping down as Commodore and we will need to elect a replacement for 2027. It is actually a good time for me to step down as we have everything in place to move forward as a modern club: Liability insurance is in effect and will renew annually, the non-profit status with the State of Minnesota is in place, and the very involved reinstatement of non-taxable status with the IRS has been completed. In the past years, by necessity, the club has been run for the most part by the Commodore due to the lack of participation of others in the membership. More recently this has not been true as many members have stepped up to take several positions of responsibility. The Bylaws indicate that the Commodore is the instrument of the Board of Directors to accomplish various tasks on direction of the Board, and is not to be the sole captain of the ship. We have an excellent Board and I will want to continue as a Board member to provide continuity and assistance for the new Commodore. To that end I have created a document that indicates the (historic) responsibilities of the Commodore, which is really a list of all the boiler plate tasks that need to be accomplished every year. Going forward they all do not need to end up on the Commodore's plate. The next Commodore will not be having to run the club on their own. The responsibility for managing the club will revert to the Board of Directors as the Bylaws stipulate. Anyone interested in the Commodore position can contact me and I can provide the list of tasks and discuss the direction of the Commodore. Please consider taking on the Commodore position. It is an excellent opportunity for a member to expand their role in the club.

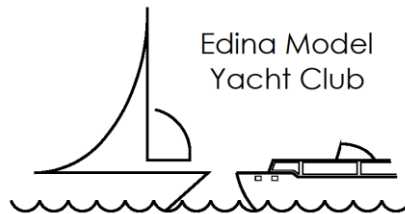
Coming Up

Annually I have been recommending that if you have any interest in RC airplanes you need to go see the military fly-in show for large scale aircraft in Owatonna. So much

more than just military airplanes you are guaranteed to be amazed at what these RC airplane flyers bring to the show. Jet aircraft have increased in popularity in recent years and those alone will blow you away. The event is August 6-8, and everything you need to know is at:

- Saturday, August 1st, a non-club event at the Legacy of the Lakes Museum: Boats, Blues and BBQ, with a silent auction. We will be setting up the indoor pool (from the Minneapolis Boat Show) for the first time outside. We have enough people to make this happen but you are still welcome to come and participate.
- Sunday, August 9th, Light House Night #1.
- Tuesday, August 18th, 8:00 pm, Membership meeting.
- Saturday, August 29th, Gull Lake Classic Boat Show, Bar Harbor.

John Bertelsen
Commodore
Edina Model Yacht Club



Directors: Gary Tschautscher, Rob Segal, Tim Kowalik
Treasurer and Membership: David Brinkman
Secretary: John Bertelsen
Sailboats: Gary Tschautscher
Scale Modeling: Kevin Waldo
Website: David Petrich
EMYC, DF 95 and ODOM Forums: Gary Tschautscher
Dry Dock Party, Spring Coffee: Terry Bertelsen, Julia Moen
Face Book: Richard Dahlquist, Todd Moen, Dave Brinkman, Nathan Seaberg
Off site events: Rob Segal
Newsletter: John Bertelsen