

EDINA MODEL YACHT CLUB

SAIL & SCALE

NEWSLETTER

JANUARY 2012

VOLUME 21, NUMBER 1

Flying Cloud Clipper

By Bill Hamelink

The clipper ship Flying Cloud has always had a special place in my mind. My Dad placed it there. When he taught me to drive, it was not in a Ford 'T' or 'A', it was in a '36 REO 'Flying Cloud'. This car was named



The 1851 Flying Cloud Clipper Ship

after the famous sailing ship of the mid 1800s that caught the public eye with its great speed and sea worthiness.

I used to get Flying Cloud posters published by REO to decorate my bedroom walls, always shown in full sail and in a strong wind.

The clipper Flying Cloud was built in 1851 in response to the high demand for rapid shipment of goods from the east coast to California. The gold rush was on and the Panama Canal was not yet in existence so the 16,000 mile shipping route was around Cape Horn, a lengthy and dangerous trip. The fastest ship with a suitable cargo capability made the most money.

(cont. on page 4)

SCHEDULE OF EVENTS:

| | | |
|----------------------|---------------------|--------------------|
| January 17, Tuesday | 7:00 p.m.-9:00 p.m. | Membership Meeting |
| February 21, Tuesday | 7:00 p.m.-9:00 p.m. | Membership Meeting |
| March 20, Tuesday | 7:00 p.m.-9:00 p.m. | Membership Meeting |

COMMODORE'S CORNER



By **Wayne
Snyder**

**HAPPY
NEW
YEAR!**

2010 starts the third decade for the EMYC. The new year brings a new commodore and board members. Bill Lundholm, Bill Koester, Dick Dahlquist and Robert McDonald are the new board members.

Wayne Snyder is the new commodore. Larry Wheeler has agreed to stay on as treasurer many thanks to those who have filled these positions. I encourage each club member to be willing to offer suggestions for programs or events to any board member or myself.

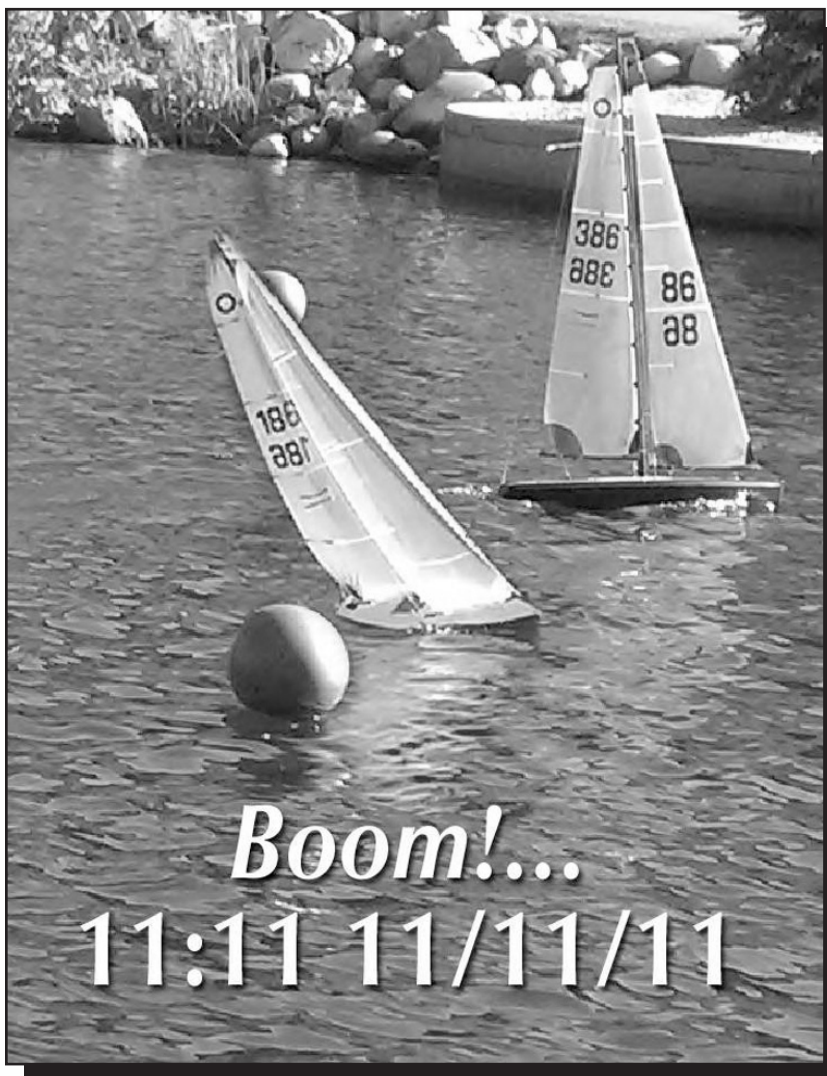
You will find me open to all suggestions for consideration. Captain Dave Robb will be the presenter for the January program about steering a boat.

Show and tell will remain a part of each month's program. Please let me know a couple of days before the meeting if you have something to offer. My telephone number is:

952-831-7434,

E-mail wsnyder@isd.net. The important part of our club is to have fun and fellowship. Let's all work together toward a great 2012.

-Wayne



**.....on the 11th minute of the 11 hour of the 11th day of
the 11th month of the 11th year of the century.....**

Fred Ferris (#186) and Terry Mackey (#386) marked this moment in maritime history when they started a race at exactly 11:11 11/11/11 at Centennial Lakes.

The question remains is who came in the number 1 position of the race. You might want to ask them when you see them next time. This event more than likely ended the boating season for 2011 unless there is any ice-breaking news or photos that I am not aware of. Perhaps if the weather is as nice this year they will be able to try it on 12:12 12/12/12! -Todd Moen

Editors Note: I know that Don Westley would like to have someone take over the responsibilities as the EMYC secretary. Please consider this as an option to help out our club!

NAUTICAL KNOW-IT-ALL - BODIES OF WATER

By Captain Nautilus Nemo

1. Where in the world would you find the Amundsen Sea?

- A. North America B. Africa C. Antarctica D. Asia

2. The Milford Sound, a fjord in the Southern Hemisphere, can be found in which country?

- A. Australia B. New Zealand C. Chile D. South Africa

3. What is notable about the Caspian Sea?

- A. It is the largest freshwater lake in the world B. It is the saltiest body of water in the world
C. It is the largest enclosed body of water in the world D. It lies on three continents

4. Which river had the direction of its flow reversed in 1900 for sanitation reasons?

- A. Platte River B. Le Sueur River (in Minnesota) C. Chicago River D. Detroit River

5. Which river in the continental 48 states can you look toward the south and see part of Canada?

- A. Platte River B. Cuyahoga River C. Chicago River D. Detroit River

6. Which river is crossed by the longest suspension bridge in the US to cross a river?

- A. Hudson River B. East River C. Delaware River D. Willamette River

7. Which is the largest bay in the world?

- A. E-Bay B. Hudson Bay C. Bay Of Bengal D. Baffin Bay E. Chesapeake Bay

Answers to November's Know-It-All Questions

1. The first American warship to be sunk during World War II was the *USS Reuben James* (DD-245). It was sunk by *U-552* in the Atlantic Ocean on October 31, 1941.

2. The *USS Enterprise* fought in almost every battle in the Pacific, earning twenty WWII battle stars. Unfortunately, this historic ship was cut up for scrap after the war.

3. The *HMS Norfolk* fought the *Bismarck* in her final battle. The *Norfolk* helped the *Suffolk* track the *Bismarck* for some time, but the *Suffolk* herself did not participate in the battle.

5. This *HMS Exeter* fought the *Graf Spee*, sustaining heavy damage in the process. The *Exeter* was almost sunk in the battle, but survived, only to be sunk in 1942.

6. The *USS Salem* was the last all-gun cruiser to remain on the US naval register. The *Salem* was stricken on July 12, 1991, only three days after the *Des Moines*. She is now a museum ship in Quincy, Massachusetts.

7. The *USS Charrette* captured a total of 1,776 Japanese, a record for any World War II ship. The *Charrette*, toward the end of the War, captured a Japanese hospital ship full of troops and ammunition, which accounted for most of the captures.

8. This *USS Sarsi* was the last American warship to be sunk in combat. (Excludes those who were damaged beyond repair) The *USS Sarsi* (ATF-111) was sunk by a mine on August 27, 1952 with the loss of two lives.

9. The *HMCS Sackville* is one of only two WWII Canadian warships still in existence. The *Sackville*, a Flower-class corvette, is on display in Halifax, Nova Scotia.

10. The *USS Enterprise* was the first nuclear-powered warship to see combat. On December 2, 1968, the Big E launched strikes for the first time against the Viet Cong.

11. The *USS Mount Hood* ammunition ship exploded in the South Pacific on July 1, 1944.

Flying Cloud Clipper (CONT.)



The 1936 REO 'Flying Cloud' Automobile

The Flying Cloud was built by Donald McKay in East Boston, Massachusetts, launched on April 15th of 1851, and purchased by Grinnell, Minturn & Co. of New York. Actual photos of the Cloud don't seem to be available so I am showing artist's pictures of her. The specifications were:

Length 235 feet,

Length on deck 225 feet,

Length at keel 208 feet

Beam 41 feet

Hold depth 21.5 feet

Cargo capability 2,000 to 2,500 tons

Her exceptionally sharp ends and narrowness of beam led to her exceptional speed.



Shortly after launch Capt. Josiah P. Greesy, with his wife as navigator, made the New York to San Francisco trip, around the horn, in 89 days 21 hours. He beat this record by 13 hours in 1853, an anchor to anchor record that stood until 1989 and went on to set a number of very fast coastal runs. There is some dispute that the Andrew Jackson held a like record for pilot to pilot time.

In 1862 the Cloud was sold and went under the ownership of the British, first the James Baines Company and in 1871 Harry Smith Edwards. Under the British she was relegated to the England to Australia and

Flying Cloud Clipper (CONT.)

New Zealand route and later to the England to Canada route.

The Flying Cloud met her fate when she was grounded on the Beacon Island bar, Saint John, New Brunswick on 19 June of 1874. She was burned and salvaged for scrap metals.

Should you wish to model this famous ship, there are a large number of models, model kits, and plans available on the internet. Two of them are shown below and you can go from very low cost to extremely high priced models. I also noted a series of detailed building notes that were recorded as one builder built a kit and modified it extensively for better agreement with the actual ship.

One last note: If you hear a song about the Flying Cloud by the Doobie Brothers, pay no heed to it. It is 100% fiction, a sorry song that never should have been recorded. Long live the true story of the Flying Cloud, the queen of the clippers. -Bill Hamelink



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Little Canada
82 Minnesota Ave.
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(Hwy 36 & Rice St.)

Special Thanks...To members that contributed to this Sail & Scale: issue: Bill Hamelink, John Bishop, Terry Mackey, Dale Johnson & Wayne Snyder. Your efforts are appreciated!

CLUB SHIRTS HATS ETC.

Contact:

Kevin Waldo

Cub Burgees and Stickers

Contact:

Mickey Kiriara

REMEMBERING DR. IRWIN STEVENSON

By John Bishop

On December 1, 2011 we lost Erwin Stevenson, a great model boat builder, but more importantly a good friend. Erwin was a quiet and unassuming member.

In the beginning he attended meetings and events and was always interested in seeing what others were doing. I think he used the boat club as a type of springboard for better understanding the technical aspects of the hobby.

I helped him wire a few tricky projects, mainly due to poor instructions, and this is how I got to know him. He had a definite passion for building model boats and had model building down to a science.

Over the years Erwin had acquired many involved kits. Most were from Europe, with a few from Japan. He completed dozens of beautiful boats.

These were very detailed projects that could take hundreds of hours to complete. I know he spent anywhere from 6 months to a year to fabricate these works of art.

I had visited him in his home a few times and was amazed to see his shop. It was organized and set up just for building model boats. There were various tables for fabrication and assembly, platforms that held specialty equipment like a jigsaw, sander, drill press and so on.

He had all types of tools and hardware in this room, a sign that almost everything was "in stock" and very little had to be sought out.

The basement building room was a soft pastel green in color and had a very fine blanket of dust covering most everything, a sign that this was a productive place.

When Erwin showed me a few works in progress I was taken back by his very traditional building techniques. He followed instructions just as they were written and if he couldn't figure things out on his own, he would spend a lot of time dealing with manufacturers or hobby shops to make sure he got it just right. He was a perfectionist.

I was always amazed at the painstaking level of detail in his models. He fabricated many things by hand, preferring to cut and sand things with hand tools rather than rely on powered equipment. His painting was impeccable.

Photo by John Bishop (continued on page 7)



REMEMBERING DR. IRWIN STEVENSON (CONT.)

He told me he preferred Humbrol paints from the UK. They were of great quality and would last forever. He had a special way of thinning out these paints and applying them only with a brush. The finished product looked just as good as

something professionally sprayed in a booth, only this was done by hand. I had never seen better hand painted models in my life. The list could go on and on.

What Erwin had was a rare talent and approach many of us could only strive for. He did things in an unassuming way and never shouldered an air of building things differently from anyone else. He was simple, yet highly refined. He was very humble about his boat building accomplishments. I remember setting up and organizing the model boat shows in the beginning. His models were so breathtaking I felt I had to better protect them from wandering eyes and little fingers. The stanchions and ropes you see today at our parade show are in place because of Erwin's building talents. I really enjoyed seeing him and his sister attend the shows over the years. I know he was happy to display his boats and talk with people about his various projects. It was difficult for him to attend the events and meetings towards the end, but he still made the effort to do so despite the discomfort, showing how important this hobby was in his life. I know his wife Ruth will miss him as well as members of our group. Erwin was a rare and special person. He was a perfect example of why this club is so unique and special.

His traditional talents and motivation will be missed by many. I'm happy that I had the opportunity to get to know him over the years, and I'll have great memories and a special fondness for him every time I set up the ropes at the show.

-John Bishop

Dale Johnson also writes:

I considered Erwin to be, if not the best, at least one of the best pure modelers in the club. His work was always on display in the roped off area at the Parade of Boats. He hand painted his models never having much luck with a spray can. I am honored to have known him. *-Dale Johnson*



Photo of Erwin by Dale Johnson

BUILDER'S CORNER ARTICLES NEEDED FOR NEWSLETTER *by Todd Moen*

Now that the water is a little thicker on the pond, I can assume everyone is in their basement or garage shipyards building or modifying existing boats for the upcoming season. Please keep in mind that your projects during the construction phase may be of interest for others and can be published in the upcoming issues even if you are not a writer and just want to take photos of you progress!

WHAT A MESS

The sailors were chowing down while the cook was bragging to a few of the other sailors, " My best dishes are meat loaf and peach cobbler." Over hearing that comment, one sailor asked, " That's great, which is this?"



EDINA MODEL YACHT CLUB

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Edina, Minnesota 55435
www.emyc.org

JANUARY MEETING

TUESDAY, JANUARY 17, 2012 7:00 P.M.
CENTENNIAL LAKES GARAGE BAND ROOM

AGENDA:

- David Robb: How To Steer A Boat
- Show 'N Tell: Bring your building projects

Special Interest Contacts:

Scale Boating:

To Be Determined (Anybody Interested?)

Sail Boating:

Tony Johnson

Fast Electric:

Dan Proulx

2012 Board Members

Commodore: Wayne Snyder
Vice Commodore: Bill Lundholm
Vice Commodore: Bill Koester
Vice Commodore: Dick Dahlquist
Vice Commodore: Robert McDonald
Secretary: To Be Determined
Treasurer: Larry Wheeler

The Edina Model Yacht Club Sail & Scale Newsletter is published monthly except for December.

Newsletter Editor: Todd Moen

Webmaster: Dale Johnson

Please send articles by email to:

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