

EDINA MODEL YACHT CLUB

SAIL & SCALE

NEWSLETTER

FEBRUARY & MARCH 2016

VOLUME 25, NUMBER 2 & 3

Bluenose II Rebuild

By Bill Uhl

My wife and I were fortunate to be able to visit Halifax Nova Scotia 3 times via cruise ship. That is how I discovered the tug Theodore, which resulted in my construction of the RC model. I also developed an interest in the schooner Bluenose II. The original Bluenose was launched as a Grand Banks fishing and racing schooner in 1921 in Lunenburg, Nova Scotia. (Continued on Page 3)



Bluenose II Schooner -note the Theodore 2 tug in the background

SCHEDULE OF EVENTS:

-Open Boating every Tuesday and Thursday 5:00 - 9:00 p.m. and every Sunday 4:30 - 9:00 p.m.-
April 19, Tuesday7:00 p.m.-:9:00 p.m.Membership Meeting
May 17, Tuesday7:00 p.m.-:9:00 p.m.Membership Meeting
June 12, Sunday10:00 a.m.-:4:00 p.m.Parade Of Boats

COMMODORE'S CORNER



By John Bertelsen

Early boating season has officially started on the ponds. After

ice out the suspended vegetation was posing a problem, but the ODOM group has been successfully using the south pond for a couple of weeks now, and the Parks have apparently treated the water to suppress the water plants. Still a bit chilly for my available hours after office hours, but if you can be at the ponds in the afternoon it is a dandy time to brush up you boating skills and sort out any mechanical issues in your boats that crept in over the winter months - or were just never attended to as in my case. Both Terry and I have missed our time at the ponds, and we have a new Corgi, Haunzi, to introduce to Centennial Lakes. So not only do I need to make repairs and do some test runs, we have a new member of the family to do a test run with also. Should be an interesting spring in more ways than one. Hope to see you at the ponds soon! . -John Bertelsen

Editor's Note: Please take some time to compose an article with photos for the next newsletter(s). Club involvement makes it easier to publish a newsletter.

HELP NAME THE LIGHTHOUSE

by Jeff McCabe

I need some help with the naming of the new lighthouse. We all remember famous lighthouses like....Splitrock, Portland Head, St. Augustine, Tillamook Rock, Cape Hatteras, Light Red, Round Island, Thomas Point Shoal, Holland Harbor, Nantucket Brant Point, etc. just to name a few. So take some time and come up with an ideas, logo, slogan, anything to help name the new light. Sorry no prizes to the winners, but your ideas may become famous someday. Let me know before the April Meeting, thanks Jeff 952-893-1719 or jdmc04@msn.com

Time to dust off those sad boats up on the shelf who haven't seen water in years and get them in the water at Centennial Lakes! As a club, in 2015, we had a very small fleet show up on a weekly basis of RC boats. Let's make 2016 the year that can be a crowd pleaser! If you need assistance getting your boat in the water, or repair work, do not hesitate to ask. As club members, we are here to help you enjoy the hobby once more. -Todd Moen

Special Thanks...To members that contributed talents to this issue: John Bertelsen, Bill Uhl, Morey Knutsen, Dale Johnson & Larry Wheeler -Todd Moen

RICHFIELD 612-866-9575	LITTLE CANADA 651-490-1675
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Bluenose II Rebuild (Continued From Page 1)

The Bluenose Captain and the builders who crafted the sleek vessel had something to prove. Their sights were set on the International Fishermen's Race. For a working fishing schooner, speed was a tremendous asset. Those who made it to port first, fetched the best price for their catch. The Fishermen's Race was no token competition for privileged yachts. It was a real race for the hard-working vessels of fishermen who made their living on the sea. Nova Scotia's pride and shipbuilding reputation sailed with the Bluenose.

From the moment the Bluenose took to the sea, it was evident she was a vessel unlike any other. When she took home her first Fishermen's Trophy in October of 1921, the legend began. During the next 17 years, no challenger, American or Canadian, could wrest the trophy from Bluenose. She earned the title "Queen of the North Atlantic" and was well on her way to becoming a Canadian icon.

The majestic image of the Bluenose has adorned the Canadian dime since 1937 as well as the Nova Scotia license plate. Bluenose struck a reef off Haiti in 1946.

In 1963, Bluenose II was launched. It was built by many of the same people who had worked on the original vessel at the same shipyard in Lunenburg. The project was financed by Oland Brewery to advertise their products, while also promoting Nova Scotia's maritime heritage and tourism.

The Bluenose II sails out of Lunenburg and visits ports throughout Nova Scotia and North America. It is regularly open to the public, offering cruises and onboard access to its many admirers.

The Bluenose II is a schooner designed in the spirit of the original Bluenose but as a wooden vessel it requires regular maintenance.

Over the years, hogging had a major effect on Bluenose II. Hogging is a term used to describe the distorting of the shape of the hull due to the forces of gravity and buoyancy.

The entire hull of Bluenose II has been completely rebuilt to eliminate hogging in the future.



At the February Meeting by Richard Dahlquist

We had 24 members present at the February club meeting. We had 1 new member, John Kosa who brought in a boat that he picked up some time back and would like some help getting it setup properly. If he is unable to do that he is willing to give it to a member who is willing to do it up properly.

One of our youngest members brought in a boat to show that he received from Santa and is looking forward to running as soon as the water softens and the temperatures are more welcoming.

I gave a presentation on soldering and LED lights. I don't think I had much to offer on soldering that most of the attendees didn't already know but its worth talking about just in case. I hope the information on LED's was useful and maybe we will start to see more of them used as time goes on. The main jest of the presentation was user friendliness and modifying the shape of the LED to make it more like a grain of wheat bulb with a full 180 deg. lighting instead of the focused beam. I will try and post some of what I presented to the group in a later post after I get some pictures to help explain things.

Thank You to David S. Holman's law office for free newsletter printing.. Davis spwcializes in Estate planning, Business, Real Estate & Creditor Representation, located in Burnsville Minnesota.



Jacob McCutcheon presented his new boat for the



John Kosa, our new member presented his boat

Bluenose II Rebuild (cont.)



Bluenose II Rebuild (cont.)

Bluenose II will also benefit from new mechanical and electrical systems.

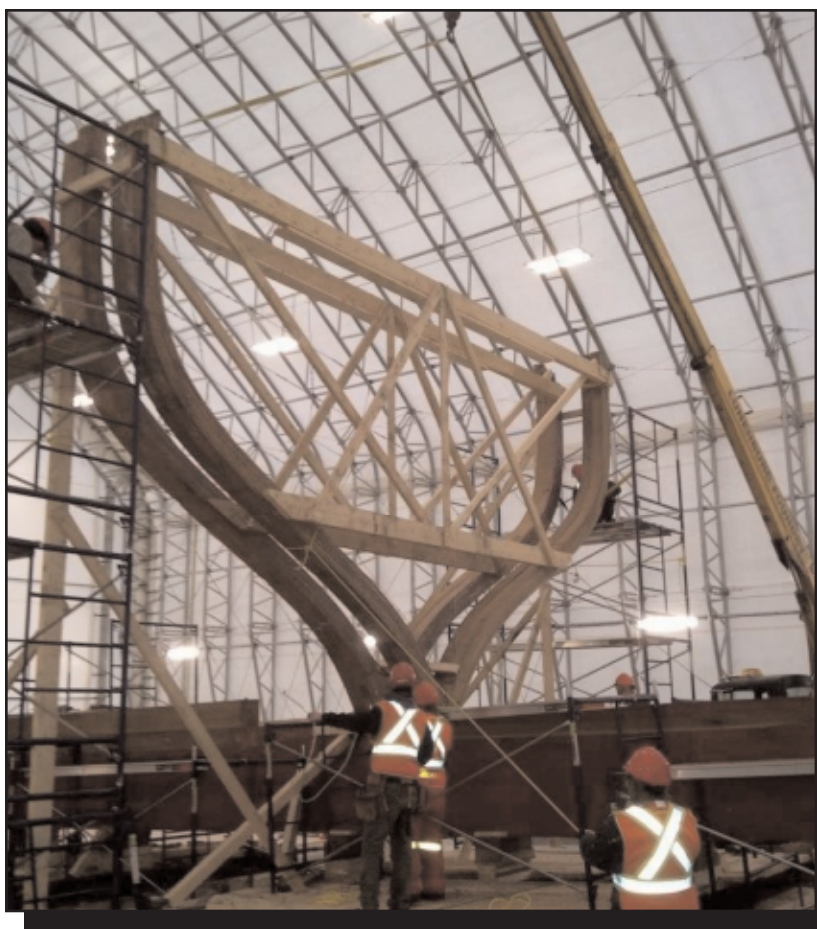
Much of the original vessel was reused including: rigging, masts, sails, ironwork, deck structures, safety equipment and electronics. Overall, the configuration of the deck will more closely resemble the original Bluenose, offering a more authentic experience for visitors and passengers.

During the reconstruction from 2010 to 2012 there were webcams set up at the construction site, I was able to follow the rebuild on a daily basis. It was very interesting to be able to follow the process which followed many traditional methods with modern safety requirements. The reconstruction was not without issues. The cost soared to 16 million dollars.

There was a lawsuit from the family of the original designers over use of the original plans.

The Canadian authorities required the rudder not use the original wood construction but required a new metal design. The first sea trials revealed a steering problem with the weight of the metal rudder when heeled. This required the addition of a hydraulic boosted steering system.

These pictures are from the many pictures on the Bluenose II Facebook site. There is a lot more information on the official website as well as many Youtube videos of the many steps of the construction process. Frame laminating, plank steaming, caulking etc. Note the photo following launch where Theodore is overseeing the proceedings. Needless to say, there have been many incredible models of the Bluenose. I do not plan to build one myself. I have too many models now. - Bill Uhl





Swedish Ferry Boat

by Bill Uhl



This is an update on the Swedish Ferry project that was first shown in the October 2015 newsletter. It is almost complete except for the endless details such as: stack, railings, life boat, wheel house (with a troll at the helm) life rings etc. It has been leak checked in a water box and is seaworthy.

The motor is my favorite "Ax man" purchase. It is an auto seat actuator motor which is what I have in my PT boat, one tugboat and will be used in my aircraft carrier currently under construction. I will have an update on it in a future newsletter.



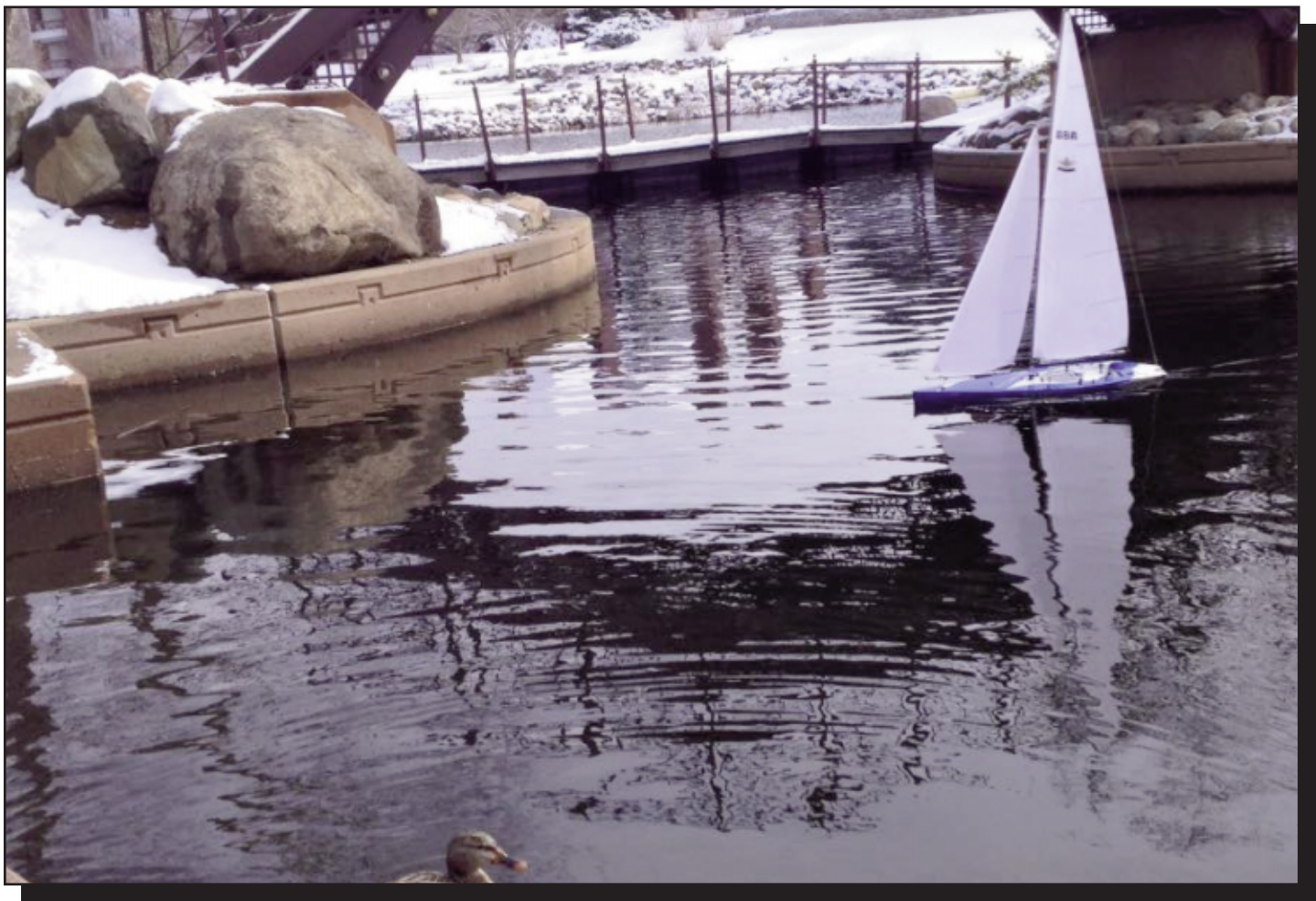
New EMYC Members by Todd Moen



New Member - Robb Bergh



New Member - Rick Luther



At the March Meeting by Richard Dahlquist

We had another great meeting on Tuesday night 3-15-16. Unfortunately the weather was cold and rainy so boating was pretty much out of the picture. I had hoped to get a few pictures of the pond but it was too icky to even go over and do that. Some of the members did say the ice is out but the pond is full of weeds. Lets hope the city gets a handle on this quickly as last year this was an ongoing problem.

We had 21 members present with two new members coming for the first time. Always good to see some new faces. John didn't have too much for discussion but did talk a bit about some updates to the Edina Magazine concerning the Parade of Boats and that we will have Caption Jack there. It was also mentioned that we are working with the organization that hosts our web site to try and regain access so we can get the password reset and be able to rework it and update it on a regular basis. More to follow on that. The newsletters are running late as Todd is very busy with work and family so please be patient. He really could use some material or articles for the newsletter. Hint, hint.

We had a few show and tells and a very good presentation on batteries. I know I found it quite



informative. Gary has done a lot of research over the years into the various types of batteries and chargers and the presentation showed it. Thank you Gary. Dave talked about a molding product that he found at Hub Hobby that sounds very interesting. I may give that a try sometime in the future. Dave also showed us his fast electric runabout that he has worked on over the winter. He has taken some of the fast out of it and brought it back to more of a true runabout. He has also been working on an ore carrier with a bit of a twist. He has made the hull in two pieces so that it will split in two and sink but with the ability to come back together after. I look forward to seeing that on the pond.





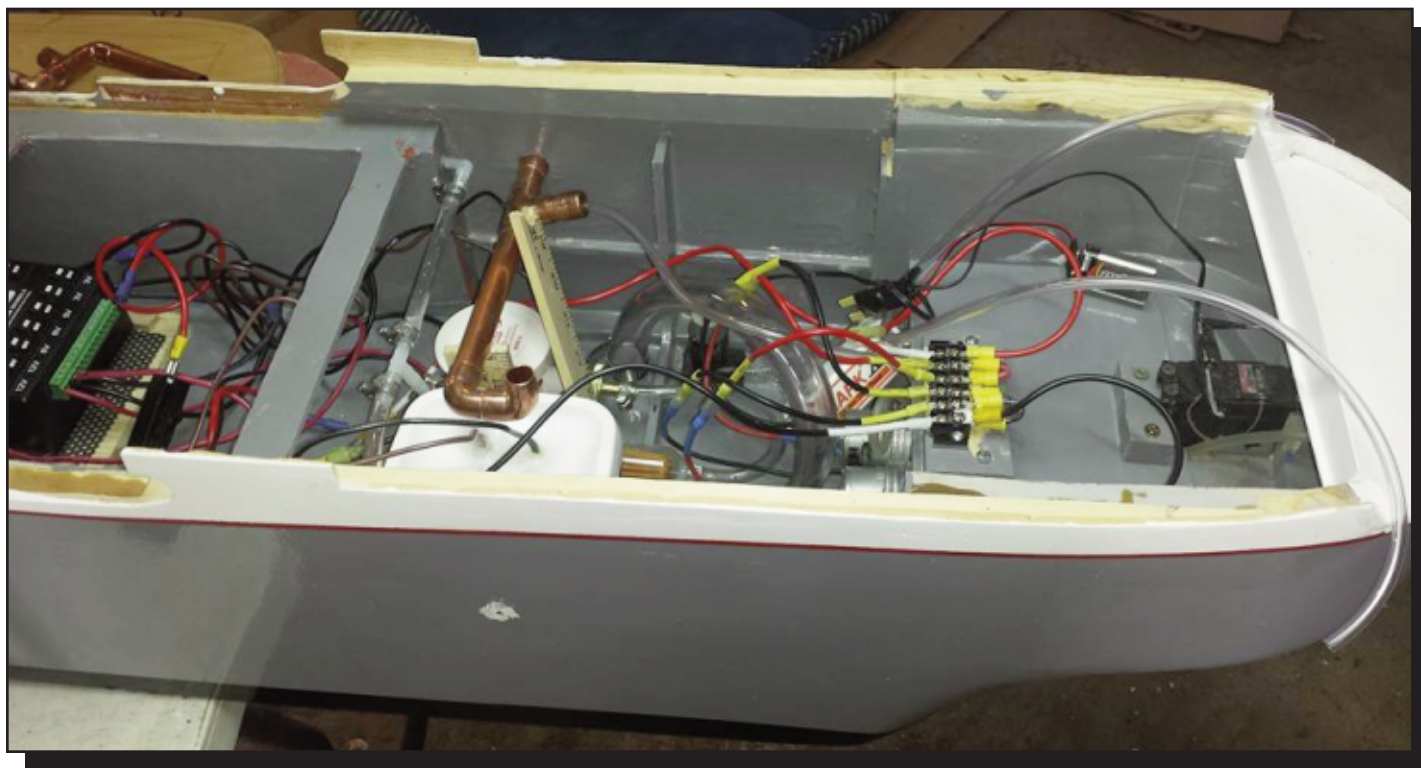
Boat Carrier

by Morey Knutsen, Des Moines EMYC member

Spring 2016 issue of the American Model Yachting Association magazine featured this "pond yacht utility vehicle". Here is the photo of the one I made as a result of the article for my RC PT Boat. In short, it works great ! Takes a little time and creativity as each stroller is different, but well worth the effort.



Saginaw Ore Boat by Paul Coffey



New motor and ballast pumps installed

BUILDERS' CORNER

SAGINAW ORE BOAT

by Paul Coffey



Just a shot of the deck and boom.



The smoke generator is a deck above the ballast



A lot of electronics are going into this 9ft model This is how the kitchen table is supposed to look.... right??





EDINA MODEL YACHT CLUB

Centennial Lakes
Hughes Pavilion
7499 France Avenue South
Edina, Minnesota 55435
www.emyc.org

APRIL MEETING

TUESDAY, APRIL 19, 2016 7:00 P.M.
CENTENNIAL LAKES GARAGE BAND ROOM

AGENDA:

- To Be Determined
- Upcoming Events

Special Interest Contacts:

Scale Boating:

Kevin Waldo ([REDACTED])

Sail Boating:

Tony Johnson [REDACTED]

Fast Electric:

David Petrich [REDACTED]

ODOM Forum Group: Gary Tschautsher

Facebook Group: Edina Model Yacht Club

2016 Board Members

Commodore: John Bertelsen [REDACTED]

Vice Commodore: Paul Olsen [REDACTED]

Vice Commodore: Joe Steele [REDACTED]

Vice Commodore: Bill Lundholm [REDACTED]

Secretary: To Be Determined

Treasurer: Larry Wheeler [REDACTED]

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Webmaster: Dale Johnson [REDACTED]

Please send articles by email to:
[REDACTED]

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