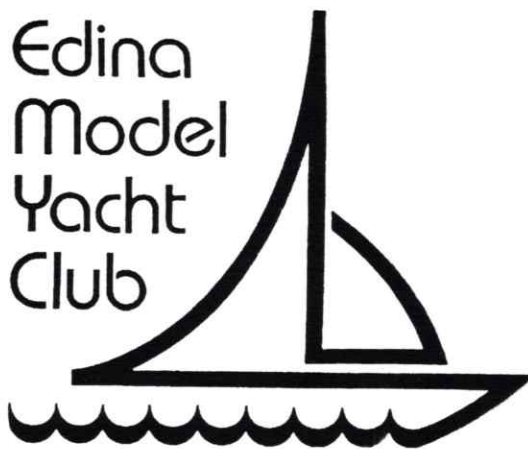


EMYC Newsletter

Edina
Model
Yacht
Club



OCTOBER

September, 1993

Volume 2 - Number 3

OCTOBER'S MEETING

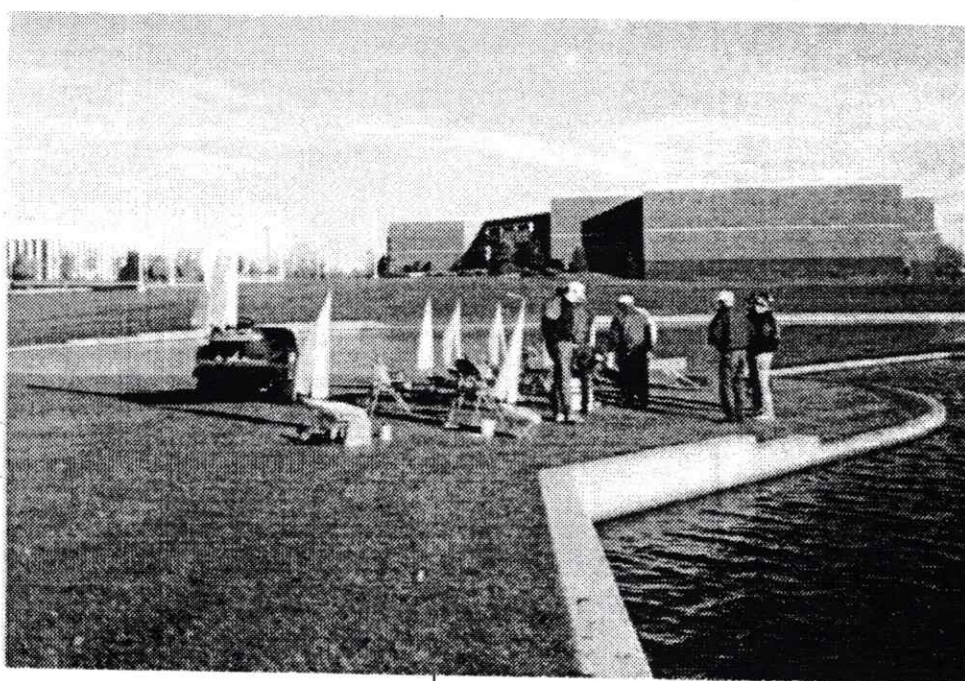
Octobers meeting was the last scheduled formal meeting for 1993. Bob Lund gave a report on the surveys mentioning that the answers given by club members were quite detailed and informative - not just a "yes" or "no" answer was given by most people. Results should be coming soon, along with the election results for the new board members.

The pursuit of AMYA sanctioning has been put on the back burner for a while. Some members at the meeting suggested that getting more members into EC-12 or marblehead would be a good idea - also participation by a few of our members in a AMYA sanctioned event might be a good idea too to see what its all about.

Bill Wood's video show about our club will be available soon for a nominal fee. Those interested may want to give Bill a call on this.

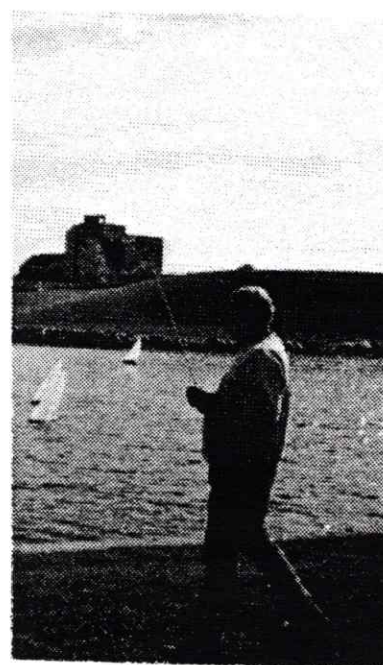
Also a video of the year shot by Mike Trutwin and his wife is available for viewing by any club member who wishes to see it.

Meetings the first part of next year will be held in the band room, which is in the maintenance building to the left of the Centrum Building.



COLUMBUS DAY REGATTA

Bright sunny skys and very cold temperatures prevailed at this years Regatta on October 9th. Overall winner was Mike Trutwin. Overall wet person was Ralph Peter.

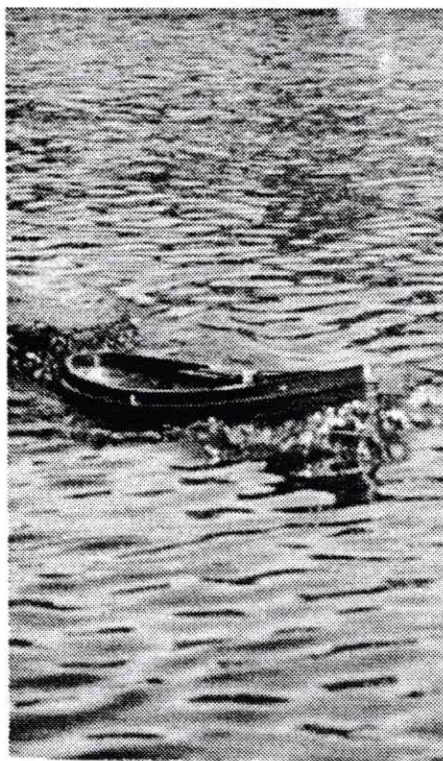


EC-12 News

Looks as though we will have a few more EC-12's next year. Steve Rusk has gotten a few members inspired to do a group buy of an EC-12 package. Anyone interested in purchasing an EC-12 should contact Steve.

OLSEN TUG GETS WET

The new Paul Olsen tug hull hit the water for the first time in late October. As this exclusive photo taken by Jim Smith reveals, it looks to be a winner. Paul had the Hull at the October meeting. Perhaps he will have it at the November show and tell meeting too!



Wisconsin Sail Club Visit

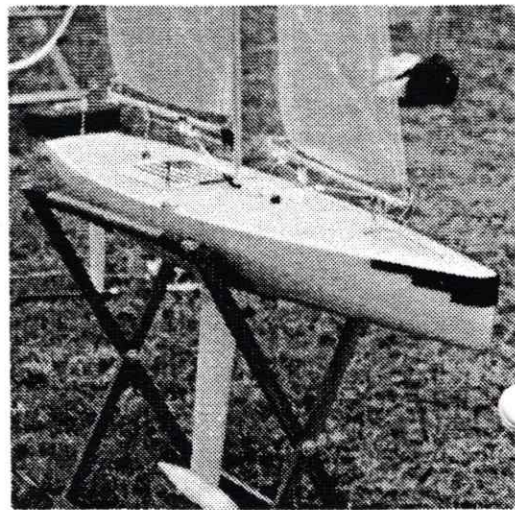
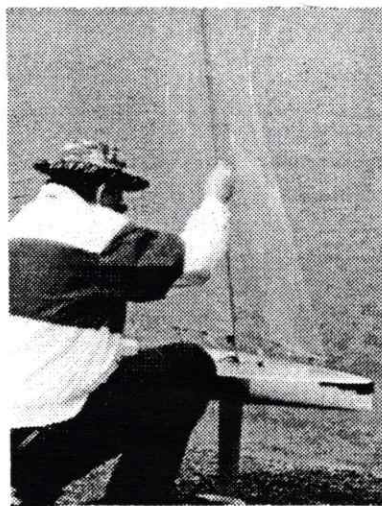
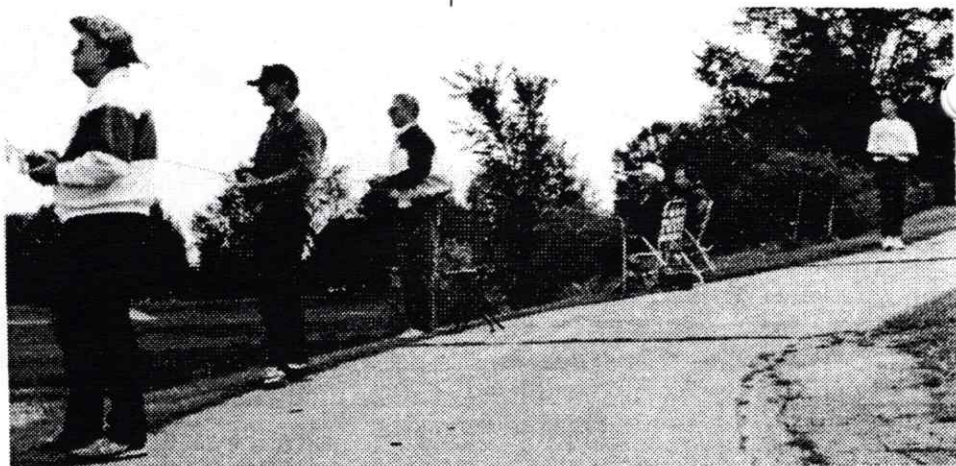
by Glenn Anderson

On September 19, I visited the Oyauckee Model Shipwrights Club in Cederburg Wisconsin (just north of Milwaukee). Club members race one Meters and AC's. Races are held every other Sunday at noon in an old stone quarry south of town. There pond is about the size of our north pond. About 8 one meters participated in the event. Launching a boat is a little different affair. A racer has to tip his boat on it's side and give it a shove to get it in deep enough water. Recovery involves sailing it onto the beach to tip it over. Then reaching out and hauling it in by the mast. They don't have to walk up and down the pond, because of a high bank and good visibility.

The one meters appeared to have a wider beam, which members claim helps them in the high winds. Most of the sails are handmade with a few of them out of clear mylar.

The one meters appeared to have a wider beam, which members claim helps them in the high winds. Most of the sails are handmade with a few of them out of clear mylar.

There a a few Fairwinds in the club although I didn't see any there that day. They tell me the AC requires a launching dolly and sails a longer course. Looked like a a great group a sailors to me!



Dry Dock Party

The second annual dry dock party held on October 16th was a great event - good food provided by the club (purchased by noted board members) and cooked by Bob Lund - the meat that is. Drinks were generously provided by the park department, thanks again to Bill Bach. Steve Rusk gave congratulations to Paul Olsen and Dick Edge for there winning entries at the state fair.

This years end of the year Awards - yeah, we can call them awards - were handed out as follows:

MAIN STAY AWARD **Bill Bach**

In appreciation of his support, encouragement and invaluable assistance during the year.

DUCT TAPE AWARD **Bob Lund**

For constant vigilance in repairing and upkeeping the rental fleet.

ONE TRACK MIND AWARD **Steve Rusk**

For showing concentration by keeping his mind on only one thing at a time " EC-12.... EC-12.... EC-12.... EC-12.....EC-12"

POND PIRATE AWARD **Dave Ulmer**

For expert use of a Fairwind in becoming entangled with another Fairwind and using the radio antenna as a sword to attack the beleaguered opponent.

SITTING DUCK AWARD **Roger Flint**

For maintaining a sense of relative calm after having his Fairwind "T-Boned" by a hysterical hydroplane driver leaving a gaping hole in the hull (as well as the hydro).

Note: Hydroplane driver Steve Sponson has since been let go from the Pepsi-Cola race team pending allegations of giving unauthorized rides to exotic dancers.

LITE SPEED BUILDER AWARD **Tony Johnson**

For building and having two sailboats pond-ready in the blink of an eye.

FREE GREEN PAINT JOB AWARD **Jeff McCabe**

For expert high-tech "abrasion application" of light green paint from his Fairwind to any other Fairwind that got in the way.

DON'T HAVE A COW, MAN AWARD **John Bishop**

For best technical use of cartoon character figure Bart Simpson in a metallic green model boat.

EXTENDED SICK LEAVE AWARD **Dave Gjerness**

For showing incredible dedication by still showing up occasionally at the pond even under extraordinary medical disability.

I'VE FLIPPED AND I CAN'T GET UP AWARD **Glenn Anderson**

For the best graphic instructional demonstrations of why you may want to have at least some ballast in your model sailboat.

"STARBOARD!" AWARD **Ed Kuphal**

For expert demonstration of who has the right of way in a sailboat race.

E-Z MOLD AWARD **Paul Olsen**

For his expert craftsmanship in model boat building, and the never-ending desire to make fiberglass molds for all kinds of hulls.

BEST COLLISION AWARD **Doug Campbell**

For the most dramatic visual and audible demonstration of speed, and the sudden loss of it, by spearing a helpless Fairwind in broad daylight on a windless day.

MOST DEDICATED SPOUSE AWARD **Mike Trutwin's Better Half**

For being at the pond as much, or hey, maybe even more than Mike was.

NON-COMPETE AWARD **Jim Smith**

For building fine, but slow RC runabouts, tugs and barges and using his Fairwind only if absolutely necessary for race situations.

BEST RECIPIENT OF VERBAL ABUSE AWARD **Ralph Peter**

For taking the most verbal slingshots from fellow members during the season and yet still retaining his extraordinary concentration during a race.

DIVERSITY DEVIANT AWARD **Gary Phillips**

For having or building just about every kind of RC model boat you can imagine. I mean, what is it with this guy anyway? You'd think he would be happy just sailing, or just running an electric around. But NO, now he wants to go and shoot model rockets off a scale warship no less!

RC SAILBOAT INVESTMENT AWARD **Lincoln Shea**

For attempting to explain the advantages of buying an RC sailboat as a sound purchase for your overall balanced investment portfolio.

Note; Awards are given out on a random basis chosen by the club's very own Scale-O-Vac model boat computer. (you should feel lucky the computer didn't pick your name out).

EAST COAST 12 METER TUNING & SAILING GUIDE

**Part 3 and 4 of a series of
articles written by Rod Carr of
the Greater Seattle Model
Yacht Club**

The following article is part of a collection reprinted from "TUNING A 12", a column written by Rod Carr and appearing in the monthly newsletter of the Greater Seattle Model Yacht Club.

PART 3: HULL TRIM

As part of outfitting an East Coast 12,, one of the most critical steps is to make sure that the boat floats "on her lines". This simply means that when placed in the water with all her gear aboard, the boat is not listing to port or starboard, and is sitting with an actual waterline plane which is parallel to the bottom of the keel. Many, many boats are seen that are trimmed down by the stern. This is usually due to the builder believing that the boot top scribed into his hull by the manufacturer is the waterline plane that he should be trimming to. I have yet to see any manufacturer who has gotten the line right. This is not to bad mouth our manufacturers, but merely to point out that until recently, we have not had the kind of information necessary to trim the boats as the designer intended. For our club, we have made a device which can be used on dry land to place marks on the centerline of the hull which identify the extremities of the 4311 Max. LWL allowed. What difference does hull trim make? Well, when we retrimmed the Seattle Fleet during the middle of the 1988 season we saw a general bunching of the fleet. The average time between heat winner and the last place boat was generally cut

just about in half. That is, all boats properly trimmed the relative speeds were much closer. once you have the boat ballasted properly don't mess with it. For one thing, the new rules are not going to allow either of those two marks to get wet, so you'll have to sail the boat without changing trim. More importantly retrimming of the hull will only slow you down. As the wind increases make adjustments to your sails. We'll talk about heavier air sailing next time.

PART 4: HEAVY AIR SAILING

In the previous installments of this series, we have discussed the two major methods of balancing an East Coast 12 Meter, or any sailboat for that matter. Initial balance was accomplished by a wholesale movement of the mast, the shrouds and the jib swivel attachment. Moving the entire rig fitted the boat to the kind of winds typical of the location sailed. Fine tuning of that balance was accomplished by differential trimming of the jib and of the mainsail. A combination of these two methods will be used to sail the EC/12 in heavy air, winds above 8 - 10 knots. First,, under the now INYRU Rule which we in AMYA will be voting to accept in our 1989 balloting, the EC/12 has the opportunity to utilize three different sized rigs to cope with increasing winds. The mainsail roaches of the "B" and "C" rigs are smaller than that of the full-sized "All rig. This has the effect of moving the cloth of the sails further toward the bow, so that as the wind speed goes up and one might want to move the whole rig forward, by merely using the smaller rigs one re balances the boat, and each rig should place its mast in the same position.

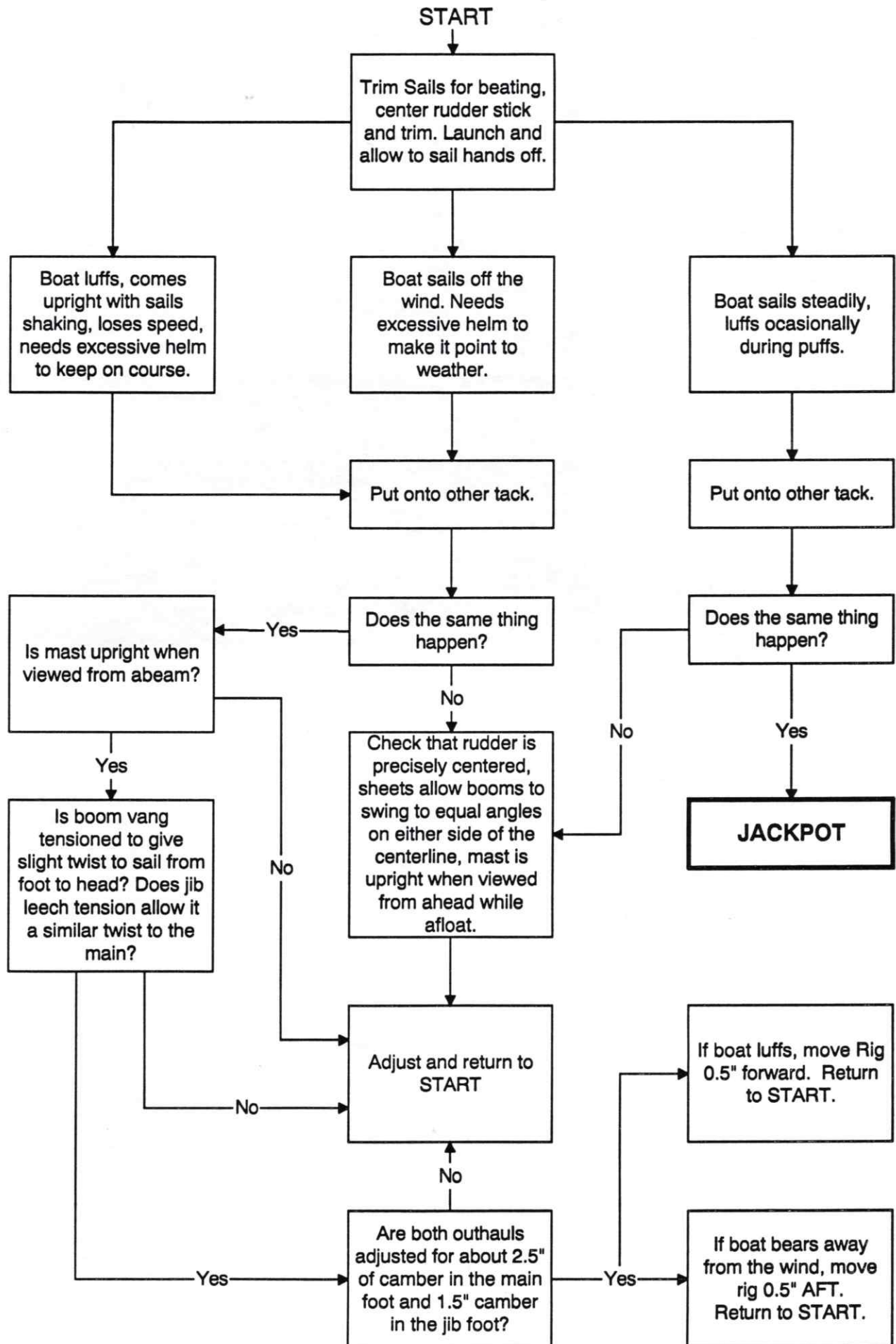
Secondly, each of the rigs should have their sails cut progressively flatter, so that the "rounding up" tendency of the mainsail is reduced from A to B to C. By switching rigs, one automatically will have flatter and flatter sails, precisely what is called for to maintain control of the boat.

But since the wind speed varies, most skippers will want to keep the biggest suit up until that just absolutely have to change down. This means that in gusts, something must be done to keep control of the boat, preventing excessive weather helm and keeping boat speed up and retaining positive rudder control. As the wind increases, the following are generally done in order:

- 1) Sheet jib somewhat tight to keep bow off the wind when sailing to weather.
- 2) Flatten mainsail as-much as possible near the head to reduce heeling, control camber in foot with clew outhaul and maintain drive low in the sail for power.
- 3) Sheet jib somewhat tighter so that it begins to backwind the mainsail.
- 4) Slack mainsheet allowing mainsail to luff between the influence of its sheeting angle and the influence of the jib. Realize that in this condition you are sailing with a reduced sailplan and probably should change down to the next lower suit. Also mainsails won't last very long under this kind of treatment, so don't overdue it, unless your sail maker has been looking a little bit rundown at the heels.

Sailing a EC12 in heavy air means keeping control of the heel angle while going to weather. Watch a good sailor, you'll find that they generally heel less than the rest of the fleet and make better progress to weather because of it. Excess heeling usually means lots of leeway, and 12's can slide downwind fast due to their fairly shallow draft.

EC-12 Trim and Tuning Flow Chart



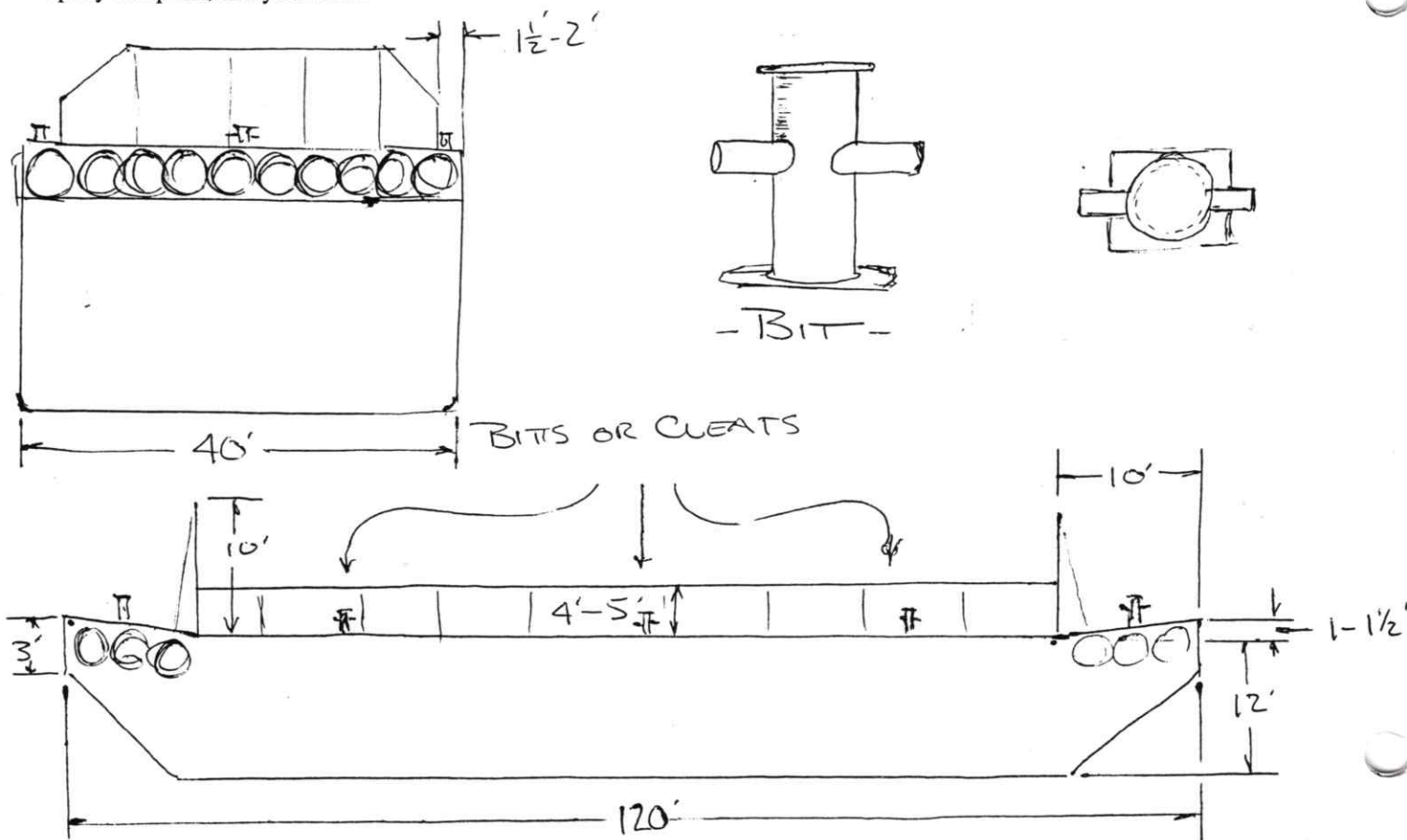
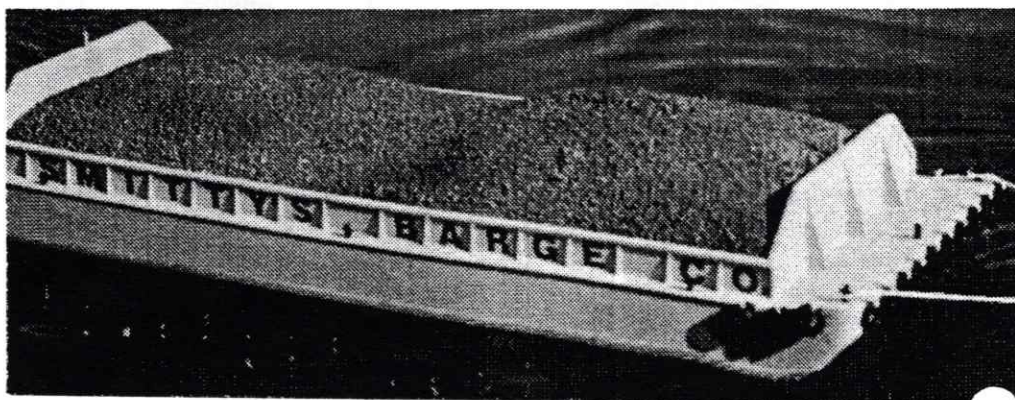
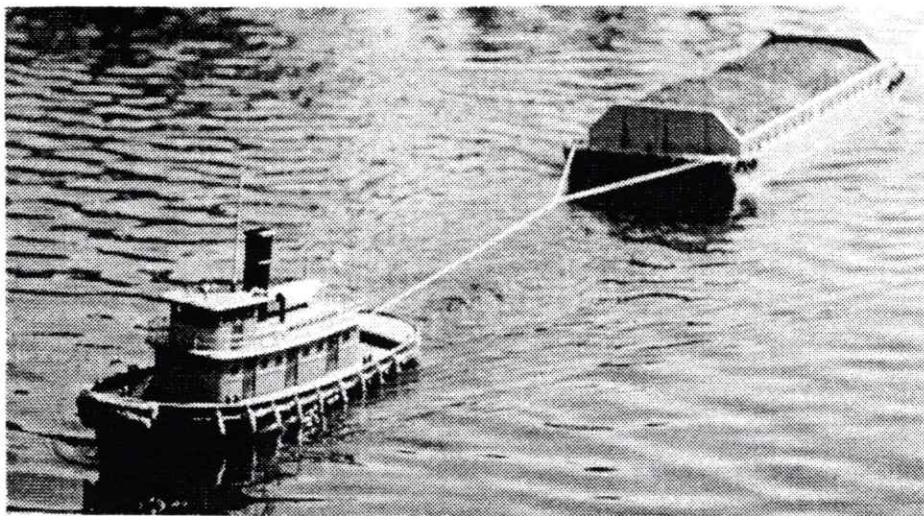
SCALE NEWS

MORE Tug STUFF

by Jim Smith

Haul that Barge

In the 1993 Fall Issue of U.S Boat and Ship Modeler, there were several photographs of a salvage barge built by Fred Reep. I wrote to Fred, who was identified as the Vice President and Curator, Tugboat Enthusiast Society, Port of New York. In Fred's reply, he was kind enough to draw a typical east coast barge for me, a copy of which is shown here. My barge evoked some interest when it made its initial appearance at Bill Wood's TV shoot on September 25th, and I thought some members not at the gathering might have an urge to build one. It's an easy, first time scratch building project. A slab of foam, some thin ply, a bit of epoxy and paint, and your done!



BOATS & BOOKS

by Doug Campbell

BOOKS:

Cutwater

Speedboats and Launches from the Classic Years

text and photos by Bruce Duncan

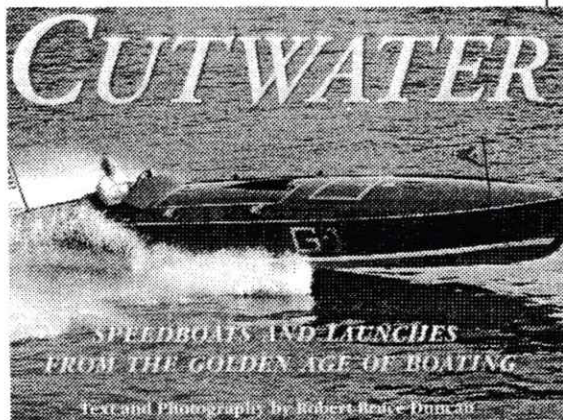
143 pages 11" x 9" 150 color photos, hardcover

ISBN 1-879301-04-0

Bruce Duncan's beautiful work features over 35 classic speedboats and motor launches, built between the turn of the century and World War II and still enjoyed by owners across Canada and the United States. Over 150 excellent color photographs and a wealth of charming anecdotes preserve a legacy of the spirit of this period. Highly recommended for any builder needing reference material of mahogany runabouts. Also a first rate "coffee table" publication.

Price is about \$ 35.00.

Call Classic Boating Magazine to place an order: [REDACTED]



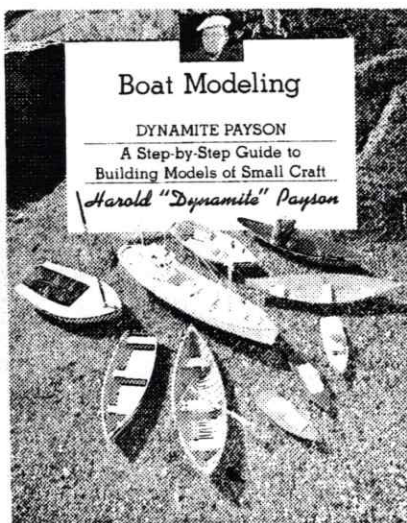
Boat Modeling
with Harold "Dynamite" Payson

180 pages 8-1/2 x 11 photos, drawings, soft cover

This practical soft cover book features seven straightforward projects that use varied techniques of model boat building ;

1. Maine Lobster boat - a simple easily made toy to build confidence,
2. A 12 foot fisherman's skiff - a flat bottomed skiff built the same as the original.
3. The Gloucester Light Dory - a solid model, a fiberglass fleet, and a planked edition.
4. Bobcat - an instant catboat - a simple method for building one curvaceous hull.
5. Cartopper, a featherweight multi-chine beauty.
6. The Pepod - a strip planked round bottom classic.
7. Friendship Sloop.

Also included are selecting woods, glues, tools and finishing materials.



BOATS:

After throwing enough darts to make a decision on starting a winter project, I decided to start on a old kit I purchase from Tom O'Dell at the Parade of Model Boats this year. Its a model of the Admiral - a 60 (?) foot cabin cruiser. The kit manufacturer is "Dansk Model Flyve Industri". Tom told me they are now Billings Boats. This kit is all wood with pre-cut bulkheads, sides and bottom. Also with the boat came the fittings and the running hardware - thank God. The Plans are excellent with very precise and clear drawings along with step illustrations scattered about the sheet. Which is good, because the written instructions are about a half-page of a very poetic Danish translation into English. Some excerpts are:

"The hull is assembled while lying bottom up, and on account hereof the frames are provided with extension pieces to be cut off at some later time."

"The front ends of the lists are chamfered to make them fit the stem most possible."

"The list are bent to shape by cautious application of the steam jet from a kettle of boiling water."

Well, I think you get the idea.

All the pieces are very well cut and so far have required very little reshaping to make them fit. At this writing I'm just at the bulkhead and stringer stage.

I hope to bring some resemblance of this project to the next meeting.

MEETING NOTICE:

**Tuesday
November 16,
7:00 P.M.
In the Centrum
Building**

This meeting is strictly **INFORMAL**.

It's a get-together for a show-and- tell
by any member that wants to bring in a
boat project and /or wants to see what
someone elses boat project is. So bring
in your partly done dream and share it
with the rest of us. Hope to see you
there! By the way, you don't have to be
working on anything to come.

Edina Model Yacht Club
7499 France Ave. So.
Edina, MN 55435

NOTICES:

Any one who wants to send in a article,
boat for sale, hobby news, etc., for the
newsletter, please write to:

Doug Campbell
[REDACTED]
[REDACTED]
(It's just that easy!)



OFFICERS:

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