



SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

March 1999

Volume 8, Number 3

Commodore's Corner: It's March. Spring and open water are just around the corner. I believe this year George Pfeifer deserves the early bird award for finding open water in mid February and testing his new mahogany boat Phantom. I was present at one of his test launches and the Phantom looked great!

Tom from Centennial Lakes tells me this year there are no planned lake drainings and no major construction until the 2000 season. This year we will see fountains installed in the middle of the north and the south ponds. The fountains will be anchored to the bottom.

This month at the meeting Tony Johnson will show and tell about his ice boat. John Bishop will kick off the planning for the Parade of Boats.

I would like to welcome back all the renewing members and remind the others that it is time to send in their dues. I Hope to see you all at the next meeting.

Dale

When is the next meeting?: Tuesday, March 16th at 7:00 PM. Board Members gather at 6:30 PM, and general members are more than welcome to attend at this time if they like. The meeting will be held in the Band Room in the Centennial Lakes maintenance garage. Enter via the loading dock in the northeast corner of the lower parking ramp, north of Audio King's installation shop.

Show-and-Tell Boats: Please bring your current boating project(s) to our next meeting. Our club members are always interested in seeing the progress of model boats during the construction phase. We'll take some time towards the end of the meeting for this.

East Coast Model Boat Show: If you find yourself near Cape Cod on April 17th and 18th, check out the 1999 Biennial Woods Hole Model Boat Show. There will be models by professionals and amateurs; static displays and serious RC sailing in Eel Pond. Information from Woods Hole

Historical Collection & Museum, P.O. Box 185, Woods Hole, MA 02543; [REDACTED]

Titanic Whistle Blowing: I recently attended the sounding of a group of three Titanic whistles in front of Union Station in downtown St. Paul.

I joined 80,000 of my closest friends on a cool and clear Saturday afternoon at 4:05 PM for the live version of the blowing that was to be heard around the world (via modern day links). It was a festive and energetic crowd, estimated in advance to be only around 1,000, that displayed an increasing level enthusiasm as the final minutes approached. How loud was it going to be? Do I need to cover my ears? How far away will it be heard? What will it sound like? Will it be spooky? Who knows and who cares, I'm just happy to be here only a half a block away from the brass.

At precisely 1605 they sounded.

What was that?, I said to myself. Was that the horn of an '83 Eldorado? No, in fact, that was the real thing. In my opinion, it was a flop. Two days later the Director of the Titanic exhibition was defending the spectacle by stating that they were only trying to "recreate" the sound of the whistles and not the intensity. The whistles were heard about three blocks away in St. Paul, not the performance of miles away at sea. Two of the largest compressors in the state were used to provide 180 PSI of air pressure in lieu of steam. The organizers were afraid that if they used steam to blow the whistles small metal fragments would break off internally within the structures, and that could have been potentially "destructive."

A seven year old boy in the crowd seemed to sum it up best by saying, "no wonder they weren't rescued Dad."

The exhibit, displaying the ship's artifacts along with a very large model of the Titanic, will run through April 30th. The exhibit is located at St. Paul's Union Depot, 214 East Fourth Street. Tickets are \$13.95 for adults and \$6.95 for children.

John Bishop

Membership Meeting, 2/16/99: 21 members and guests in attendance. Commodore, called meeting to order at 7:10PM. Commodore reported that the various committees are up and functioning. Sailing and Scale groups have already met. No reports. Special Events group could use some additional members. Parade of Boats date is set for June 13th. There will be a planning meeting on the 22nd and all Board members are encouraged to attend. A.Raupp suggested a contact be made with gas powered boat club to display their boats at Parade. Not much enthusiasm was exhibited. Commodore requested ideas for an introductory booklet and /or orientation sheet to be produced in the future and distributed to potential and new members. Commodore showed several samples of club advertising signs which will be printed on a semi-permanent backing (Tyvek?) and displayed at events. G.Pfeifer is attempting to coordinate (telephone tag) with the Classic Boat Show in regard to our participation. Show dates are August 7th and 8th. Special rate at the casino hotel is \$79 (\$175 for a suite). The Saturday night banquet will be held at the casino this year. G.Pfeifer mentioned that Smith Park(8155 Park Av So)in Bloomington will be getting a new,

man made lake. A possible venue should Centennial Lakes be drained again. G.Merrill requested about a half dozen boats to be taken to Grand Marais, MN the weekend after the Parade for a display at their annual, full sized wooden boat show. He'd like a few "bare bones", under construction samples as well. Commodore invited all...and guests to attend video evening on 2/23. *Jim Smith*

Show-'n-tell: Doug Campbell showed a sample of a buoy made from a miniature traffic cone. They're cheap, less than 2 bucks each, and appear to float okay.

Doug showed his 1:16 Miss Thriftway fast electric. It's based on the Dumas tether line gas model from the 50s. He has used balsa, 1/64 ply and 1/28 mahogany veneer to keep it light. A 6 or 7 cell pack will supply the power.

J.McCabe showed his 1:24 melted foam / fiberglass tow boat hull. Power will be from two AxMan "special" motors and nozzled props. Lots of belts (yes belts) and whistles fill the insides.

Commodore introduced member, Don Pearson who gave a talk on and demonstration of building ships-in-bottles.

Schedule Of Upcoming Events

	Every Sunday	Open Boating	4:30PM - 9:00PM (30 days...and counting!)
	Every Tuesday	Open Boating	5:30PM - 9:00PM
	Every Thursday	Open Boating	5:30PM - 9:00PM
Mar.	16 th (Tue.)	Board Meeting	Centennial Lakes Garage 6:30PM - 7:00PM
	16 th (Tue.)	Membership Meeting	Centennial Lakes Garage 7:00PM - 9:00PM
Apr.	9 th , 10 th , 11 th	Toledo R/C Expo (45 th Annual)	Toledo, OH (401 Jefferson Av) 9:00AM - 6:00PM
	20 th (Tue.)	Membership Meeting	Centennial Lakes Garage 7:00PM - 9:00PM
	24 th (Sat.)	Park Clean-Up & Buoy Set	Centennial Lakes 9:00AM - 2:00PM
May	1 st . (Sat.)	Toy and Model Boats Show	Hopkins House Hotel 8:00AM - 2:00PM
	18 th (Tue.)	Membership Meeting	Centennial Lakes Centrum 7:00PM - 9:00PM

Good Read: I have recommended *The Atlantic Monthly* magazine in the past, and I feel compelled to do so again. The March 1999 issue contains an article by David M. Kennedy, professor of history at Stanford University entitled "Victory At Sea".

In nineteen pages, Kennedy comments that the recent flood of World War II movies and books seem to have ignored the naval aspect of that conflict. Although 104,985 sailors and Marines were wounded, 56,683 killed and over 500 vessels lost, they have scarcely been mentioned in these media.

The article is taken from his soon to be released book entitled *Freedom From Fear: The American People in Depression and War*. After reading the magazine piece, I may just have to pick up a copy of the book when it becomes available in May. *Jim*

Good Show: Don Pearson kept the membership's attention with his presentation on ships-in-bottles at the February meeting. Don's grandfather was a captain on a four master. After his retirement, he frequently met with other "old salts" at his home where they carved, whittled, tied nets, did scrimshaw

and ships in bottles. Don exhibited an interest at about 7 or 8 years of age...and has been at it ever since.

Don uses the inside diameter of the bottle to determine the allowable height of a mast. The model's scale flows from that measurement, resulting in scales between .029 and .128 inches to the foot.

Although old bottles look neat, Don has found that they are brittle and craze or crack over time. He knows a professor in Colorado who custom makes his bottles from laboratory quality glass tube.

An engineer and tool maker by profession, Don makes tools as he needs them.

He prefers a scraper to sandpaper. In the scales to which he builds, sandpaper "fuzzies" are highly undesirable and tough to remove.

Don commented that some unscrupulous builders split bottles, insert the model and then repair the bottle using methods used to repair automobile windshields. In some of these bottles the repair is virtually undetectable. Practitioners of this procedure are quickly ousted from their builder's organization.

Thank you, Don. We all really enjoyed your fascinating presentation.

What coating to use? My only experience painting 914's is with professional quality automotive acrylic lacquer in aerosol cans. Use the Yellow pages to find a store that supplies body shops. I used Dupont Lucite, but the product sold by your local store will work fine. Outstanding results can be achieved by carefully following instructions on the cans and using any advice the people at the paint store will supply.

The paint store will fill a 12-14 oz. aerosol can with the finest lacquer of any color you might want.

1. Pick your color. I chose BMW bright red. (A BMW parts department supplied the paint code which was used by the paint store to prepare the color.) Find any car color you like and tell them that is what you want. Or they will prepare a color from a sample you bring to them.
2. Have them prepare sandable lacquer primer tinted that color.
3. Have them make up the color coat. I used one 12 oz. can and part of a second. If you are careful, one can might be enough.
4. Buy a clear coat compatible with the color coat.

Preparation: Wet sand the hull (use water) starting with 80-100 grit removing the imperfections. The largest imperfections are the die marks near the bow. The hull is thick enough to sand those out without the need for filler. A filler can be used but it is more work and cost. It is heavier, too.

Minimize sanding with fingers and/or palm. Use small rubber sanding blocks available from the paint store. They are about 1/8 inch thick and come in different sizes. You can cut them to any size that seems appropriate.

Avoid sanding too thin where the hull and deck join and around the keel molding in the bottom of the hull. The molding process makes the hull thinnest at those locations.

Wet sand with progressively finer paper using 120, 220, 320 and finally 400 grit. Carefully visually examine to assure you have no scratches.

Masking: Mask the deck by cutting a piece of plastic wrap to be smaller than the deck. Tape this to within ~1/4 inch from the deck edge. (I also taped a cut-to-shape piece of thick terry cloth over the plastic to protect it when sanding.) Then use 3M Thinline tape to tape up to the deck edge.

Waterline Option: I decided to have the topsides red to the water line and leave the bottom the white of the plastic to avoid the labor of painting it. Locate the waterline where it would look good on a full scale boat. The model's actual waterline is too high to look good. Mark where you want the water line at bow and stern. Level these two marks fore-and-aft and from side-to-side with the hull resting upside-down on blocks on a flat surface.

To mark the waterline, devise some way to hold a pencil at the level of the waterline while sliding it around the boat on the flat surface.

(see page 2, November '98 issue of EMYC Newsletter, Ed.)

Masking the Waterline: First use plastic and tape to mask the bottom close to the waterline as was done for the deck. Then use one piece of 1 inch wide Thinline tape for the whole waterline. (The wide tape makes it easier to have a smooth line where the waterline is fairly straight.) Start at the stern. Use an Exacto knife or scissors to locally cut the tape thin enough to follow the curvature at the bow and stern.

This takes practice. If it doesn't look right, remove it and do it again.

Coating: Coat using the tinted primer. The secret with the primer and the top coat is to make each coat a mist coat. Don't attempt to cover the white hull color with one coat. It takes several mist coats before the white disappears. Allow about 10-15 seconds to dry between mist coats. Repeat this until you have completely covered the hull. You want to continue adding mist coats even after the white is covered to build up some thickness for sanding.

An old bar stool was used as a *Lazy Susan*. The hull was mounted inverted on the stool. This made it convenient to apply the paint to one side and then rotate the hull to do the other side.

Wet Sand carefully, with 320 progressing to 600 grit. Look for scratches and any imperfections. If they can't be sanded out, prime again and repeat the sanding. You are done when there are no imperfections or white showing. Wet sand this with 600 grit or finer.

Color Coat: Use the same light mist technique to apply many coats with 10-15 seconds dry time in between. Continue until you feel you have sufficient thickness for sanding.

If you have used the waterline option, remove the masking tape at this point. Let the paint cure until it is ready for sanding. Ask the paint store for a recommended time. Wet sand the entire hull with 1000 or 1200 grit, or finer if you want. You may need to carefully use slightly coarser grit to remove the paint edge at the waterline.

Clear Coat: the same way, use many light coats until you see that a nice even gloss is achieved. At this point you may be satisfied with the appearance. If not, wet sand with 1200 grit to remove any imperfections. Use even finer grits if you can find them.

Final Polish: The final step is to polish to a high gloss. Greg Worth did this for me and the result was outstanding. If I had to do this myself, I would consult with the paint store or go to a friendly body shop to see if they would do the polish.

That's the way I do it. Good luck!

Chuck Winder, Editor, CR-914 News

WANTED

YOU!

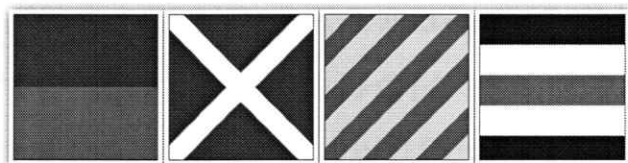
MEMBERS WANTED TO HELP PICKUP THE PARK
SATURDAY, APRIL 24, 1999

**EVERY YEAR WE ATTEMPT TO PAYBACK THE CITY
IN SOME SMALL MEASURE, BY GOING AROUND
THE PARK PICKING UP SCRAPS OF PAPER AND THE LIKE.
PLEASE DONATE AN HOUR OR TWO OF YOUR TIME.
WE'LL MEET AT 10:00AM IN THE PARK GARAGE.
SEE YOU SATURDAY.**

ROUND THE WORLD POKER RALLY

**At Centennial Lakes Park
2:00pm Sunday, April 25, 1999**

A Sail event that will run the boats from the North Pond to the South Pond and back. At several checkpoints in the race, a card will be issued to the contestant, and the one with the best poker hand at the end wins. All EMYC members are invited to attend the first Sail event of the season.

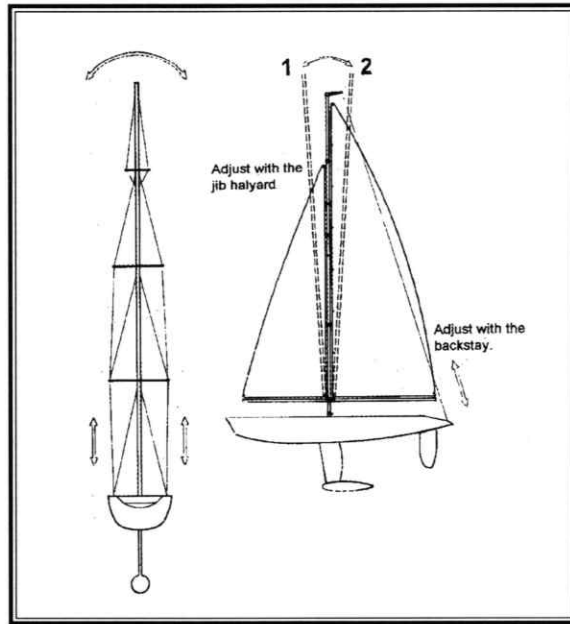


Edina Model Yacht Club

-NOW SHOWING-

**Tuesday, April 27th 7:00pm
Band Room**

Sail Tuning



Edina Model Yacht Club will be presenting a video tape on rigging and tuning a sail yacht. This tape, produced by Bob's Boatyard, will cover general information that can be applied to any model yacht.

This video night will kick off our tuning program, which includes the outdoor clinic on the following Sunday, May 2nd.

Anyone interested is invited to attend!



**BOB'S
BOATYARD**
Specializing in R/C Racing Yachts
Kits, Sails, Masts, and Accessories

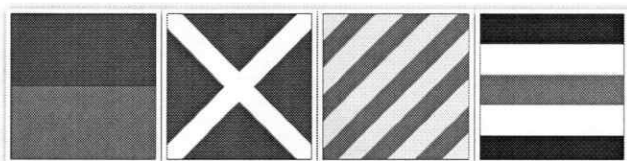
Sail Tuning Clinic

**There will be a Sail Tuning Clinic
at Centennial Lakes North Pond
12:00pm Sunday, May 2, 1999**

**Bring your sailboats to this boat tuning and sailing methods clinic
and get that yacht in shape for the coming season.**

Tools and parts will be provided

All members welcome.



Edina Model Yacht Club