



SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

November, 2000

Volume 9, Number 11

Commodore's Corner: This month, club members have three events they can take advantage of. First, the Dry Dock Party on November 11th. Second, the World of Toy and Model Boats Show and Swap Meet being held at the Hopkins American Legion Club on Saturday November 18th. Third, our own Club Swap Meet Tuesday November 21st in the garage. We invite the entire club to bring boats or boat kits you want to sell or trade. Tables will be set up for you.

We have also invited Beau Battle from Beaumont Quality Tools to display and sell his modeling tools.

This is my last Commodores Corner and I would like to thank everyone for their help and support during the past two years, It's been fun. See you all at the November meeting (Swap Meet). Dale

Achtung! Attention, new members! The Centrum will be converted into an ice-skating warming house in the near future. As a result, our winter meetings will be held in the Centennial Lakes maintenance garage (band room), until at least March.

Drive to the north end of the lower parking lot and enter on the left end of the loading dock immediately north of the Audio King installation shop. The Commodore usually has the door open by 6:45PM.

Junque: "One man's junk is another's treasure". You've heard that more than once, eh? Well! Our annual swap meet, coming up at the meeting on the 21st is a prime example. Bring your "stuff" to sell and your wallet, to buy. Even though our biggest hoarder has departed for points warmer...and wetter, there should be plenty of material available.

Remembered: 25th anniversary. The SS Edmund Fitzgerald, lost November 10, 1975 with all 29 hands.

Surprise: The three dozen members who attended our October meeting participated in an unexpected windfall. Warren Freeman determined that he would not be able to complete the Midwest Launch and Steam Engine kit that he won at the Parade of Boats. So, he requested that it be re-raffled. The new winner was Jack Gilbertson. Knowing Jack, I would imagine that we'll see that model on the water, first thing in 2001. Thank you, Warren, for your kind offer.

Editor?: Six years ago, I acquired the newsletter editor position by default...since no one else wanted the berth at that time. Over the intervening 75 months the club has added over 100 new members. I would not be surprised if there is someone in that number would like to give this job a try. Certainly there are folks much more proficient at word processor, data base and computer graphics use than I.

If you'd like to give the job a shot, let Andy or me know. I will be more than happy to turn over the reins to anyone interested. As club leadership changes going into the New Year, perhaps your editor should also be changed. After all, nobody out there "died and made me editor!" I'll be looking forward to your call. Jim

Last Blast Results: (October 7th) **SPEC/Stock:**

During the first race SPEC/Stock it was apparent what our day would be like. Although some of us wouldn't realize just how bad until later that morning. In the first run we had 3 Fighters with identical setups, 1 ABS Oval master on a 19t Chameleon and one Mambo with Chameleon power. Half way through the race I found my common spot on the course for a short rest upside down along with Dale, our current commodore. The Oval Mater had to be pulled for some remaining hardware issues leaving the Mambo to go on to the win. C.J. Van Voorhis pulling in at a leisurely pace with a guaranteed 2nd. C.J. the innovator brought along his lucky "Poo" gloves for the frigid temps!

Modified: Our second race proved a faster pace at the start. It was cold enough for my brushes to stick on the com thus a late start for me, Dan with his ever reliable Aveox powered Sabre had promise until a flip during lap two. Dale and Doug with the fire breathing Sabre's both continued their driving habits and obtained DNF's during lap one. Whilst I was ashore figuring out the glitch that kept me out at the start, Dan's boat was retrieved, allowing me to enter the water just ahead him to try and complete the race. Time was not kept so it was all about who finished the race however it could be done. Down the back straight Dan eked by feeding me his wake all the way towards turn 4. Backed off the throttle, Bow caught some chop, went airborne slapping the water at a good 30mph! Hatch flies off, and the water engulfs the boat. 3 futile attempts at driving the boat off the water like a porpoise failed as the batteries shorted and down it went! Dan finishing 1st, The rest DNF. After the loss, it became apparent that there

(Continued on Pg.5)

Membership Meeting, 10/17/00: Commodore called meeting to order at 7:00PM. 35 members and guests in attendance. Commodore requested volunteers to help with the early set-up for the Dry Dock Party on Nov.11th. Social hour starts at 6, dinner at 7. Will have some presentations with recap of the year. Sign up sheet circulated. He asked members not to hesitate to call with last minute cancellations. This is an attempt to avoid the over ordering of food that we had last year. The Toy and Model Boats show is moving to the Hopkins American Legion Club. EMYC will have a table. \$4 entry fee.

A. Valentine gave a quick review of the Last Blast fast electric event on 10/7. F.Ferris gave a report on the Columbus Day Regatta of 10/8. One Marblehead, 2-Seawinds, 4-914s and 11 Fairwinds raced. G.Pfeifer mentioned that the Security store at about 96th and Lyndale Av has 12 volt gel cells at very good

prices. K.Brust was acknowledged for his article and cover photo of his *Nautilus* submarine in the latest Scale Ship Modeler magazine. Don Swain gave a presentation on freighter rigging, specifically as it related to Liberty and Victory ships. Don's anecdotes regarding the *USS Neversail* at Fort Eustis, VA and of his rigging experiences were well received. J.Gilbertson won the raffle of the Midwest Steam Launch and Engine (thanks to generosity of W.Freeman).

Show-'n-Tell: Dave Anderson showed his own design and scratch built model of a generic Yankzee River gunboat.

Karl Bottemiller showed his Mont Fleet model of a WW-I, WW-II British minesweeper (a converted "drifter"). Reports indicated that neither of these boats would hit the pond until next spring.

Jim

Schedule Of Upcoming Events

	Every Sunday	Open Boating	4:30PM - 9:00PM	(5 months, and counting)
	Every Tuesday	Open Boating	5:30PM - 9:00PM	" "
	Every Thursday	Open Boating	5:30PM - 9:00PM	" "
Nov.	18 th (Sat.)	Toy and Model Boats Show	Hopkins Amer. Legion Club	8:00AM - 2:30PM
	21 st (Tue.)	Membership Meeting (Swap)	Centennial Lakes Garage	7:00PM - 9:00PM
Dec.		No Membership Meeting	No Newsletter	
Jan.	16 th (Tue.)	Membership Meeting	Centennial Lakes Garage	7:00PM - 9:00PM
Feb.	20 th (Tue.)	Membership Meeting	Centennial Lakes Garage	7:00PM - 9:00PM

Weighty: Boat Down! We've heard that cry several times this past season...at least four, by my count. If you have any space in your model, it is prudent to add flotation in the event of swamping, or plain old "seepage." Since one pound of water occupies about 28 cubic inches, you need a 3" cube of "air" for each pound of boat weight. Closed cell foam (white, blue, pink) is much better than empty space because that empty space can quickly flood if punctured. Even "bubble wrap" tucked into unused spaces can help to prevent that undesirable plunge.

Fairwhat: With the resurgence of *Fairwind* activity in the club, the following web site is worth a look. The sailors involved are attempting to have the *Fairwind* recognized as an AMYA class boat. They also have quite a bit of information...hints, tips, etc., on the operation of that boat.
<http://marina.fortunecity.com/coconut/282/index.html>

Membership: A year end club roster is enclosed. Since membership now stands at 140, there is probably someone listed who can help you out if you encounter a problem while working on your winter building project. There is also a membership renewal attached, please use it now for 2001, and beat the rush!.

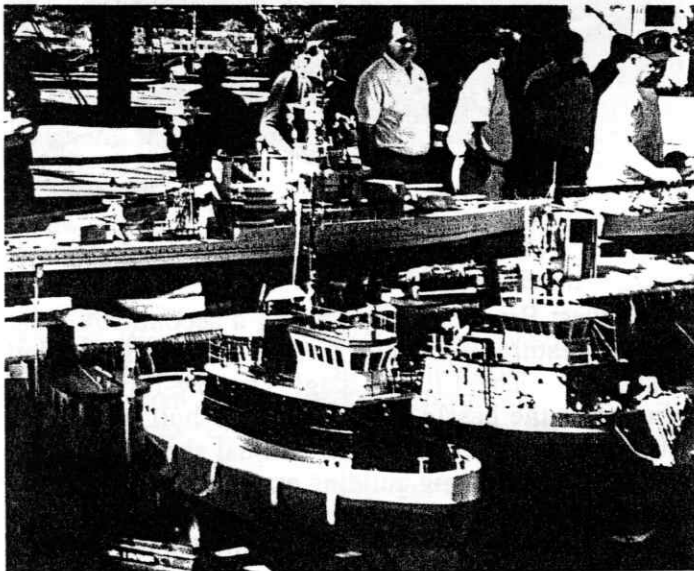


Missouri Bound: Doris and I made the trip to the St. Louis Admirals 12th Annual Regatta at Union Station over the weekend of September 16-17. It was a two-day drive for us from St. Paul, with an overnight stop in Columbia, MO. A quick 100 miles on Saturday morning completed the trip.

There was a \$10.00 entry fee for each boat entered. Unfortunately, there was no written information mailed to out-of-state contestants regarding the location of the pond at Union Station. After our arrival, it took the better part of a half-hour walking and asking to locate the pond at the rear of the hotel. It is necessary to enter through the rail museum side into a pay parking lot which is near the pond. The pond is almost the size of our Central pond at Centennial Lakes. It is backed by the hotel on one side, with shops and restaurants on another, while the rail museum parking lot is in the rear side.

The complex is as large as our Megamall, with a 536 room Hyatt Hotel, 120 shops, 20 restaurants, a 10 screen cinema, rail museum and a kiddy ride area. (Ed note: Our Mall-of-America contains 520 shops, over 85 eating establishments, a 14 screen cineplex and...Camp Snoopy...there ain't no comparison, Dick!)

The show was set up outside under the old train shed, on tables that were roped off out of the public reach. The boats were far too many for the allotted number of tables



Workboat Section...Military in Background

I met Tom O'Dell, their admiral, and Jim Bostrom, the show chairperson. Boats were displayed in groups: sail, submarines, work boats, military, etc., for a total of 10 groups. Name tags were issued but only a few of the locals wore them; the out-of-state people did better. I displayed our Edina badge. Without name tags with an entry number it was difficult to match a model to a person.

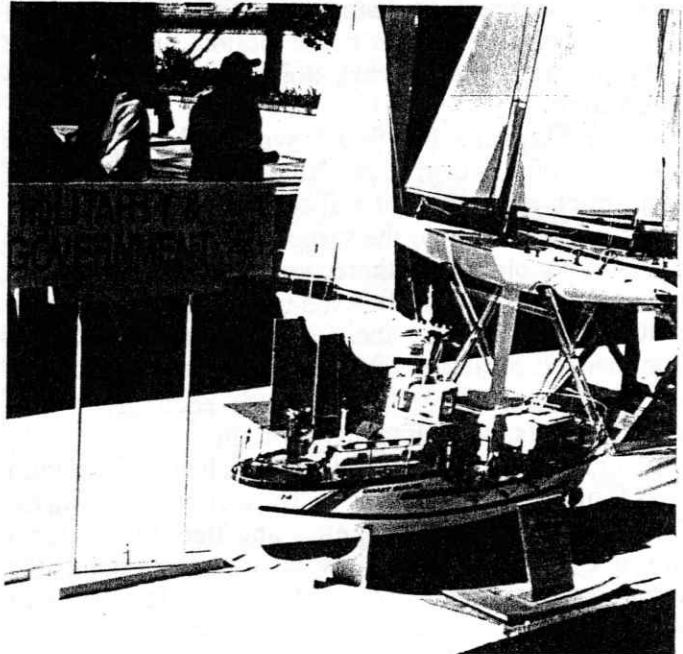
The St. Louis Admirals club has approximately 70 members and meets at St. Stephen's Episcopal

Edina Model Yacht Club

Church. They float their boats on Lake January Wabash in the suburb of Ferguson. They have a fine group of talented model builders with a number of large commercial and military vessels to their credit.

At the regatta, a group from Michigan showed several subs while a Colorado group brought a number of 4-7 foot military craft.

The judging was done on Saturday by peer review, no written instructions were issued on what points to cover, only personal choice. Awards were given out on Sunday at 1:00 P.M. for first, second and third places in all ten categories.



Dick's U.S.C.G. Waveny

I entered my Dumas, U.S.Coast Guard boat *Waveny* which had taken a first place award at the 1998 Minnesota State Fair and third at the Wisconsin Maritime Museum Show. With its 11 channel electronics, water cannon, and full detail, I thought it would get some consideration. The registration tag was displayed on the forward deck, as required, for judging. I do not believe that it was ever reviewed, though it was moved twice during the day on Saturday. Once, while I toured the Union Station complex and again during our lunch break, I found it placed among the 4-7 foot military craft. A second place was awarded to one of the locals for his Billing wooden U.S. Coast Guard boat with little detail and no visible electronics noted.

I feel that the trip was a learning experience, but would not attend again due to the judging format. The system is club-biased and weighted to its members. As long as they impose an entry fee, the money would be better spent with a 1/3 peer review and 2/3 spent for paid, outside professional model builder and a maritime curator as do most other events throughout the country.

Dick Edge

Holy Columbus! Sometime in September, I was asked if I would help with the Columbus Day regatta on Oct. 8th. Being a person who enjoys two or more sail boats on any given body of water at the same time, my response was, "Sure, I will help."

Starting two weeks prior to the event, a calling campaign was begun in an attempt to stir up some interest. The final round of calls made just prior to the event urged sailors to bring gloves and warm jackets, as the forecast indicated partly sunny skies, temperature in the mid 40s, and NW winds 8-15.

My records show that 18 skippers with boats and 2 boatless members, Jim Smith and Dale Johnson, put in an appearance at the north pond. Jim and Dale were promptly put to work doing things that needed to be done.

At the Skipper's meeting it was decided to divide the boats into two groups, Blade & Bulb and fixed keel. Each group would sail two heats and then the other group would do the same. Prior to each heat, a course was plotted as there were several buoys that we could use. The B&B boats usually sailed a longer course because of their faster speed. Racing commenced at about 10:30 with a moderate breeze out of the northwest. By 2:30PM, each group had sailed 9 heats, or 18 total heats on the day.

Later in the day, I broke down the heat information into four fleets, scoring 0.75 for a first place finish, 2 for second, 3 for third, etc., and fleet plus 2 for a did not start (DNS). Low score determined the winners. The lowest possible score for 9 heats would be 6.75.

MARBLEHEAD Class	1 boat in fleet
1 P.Olsen	24.75
SEAWIND Class	2 boats in fleet
1 D.Person	23.50
2 D.Bros	26.25
CR-914 Class	4 boats in fleet
1 T.Johnson	9.25
2 B.Frank	15.50
FAIRWIND Class	11 boats in fleet
F.Ferris	15.75 (DSQ) see note*
1 J.McCabe	28.75
2 J.Bell	30.00
3 L.Wheeler	45.75
4 M.Carlson	51.00

Note*: the DSQ resulted from information obtained indicating that F.Ferris had recently stayed at a Holiday Inn Express at which time he had marked "SAILBOAT SKIPPER" on the registration form in the space requesting: "Occupation?"

Other skippers sailing, but not listed above were: J.Dodson, M.Baskerville, J.Bishop, B.Jester, L.Baskerville, R.Chryst, H.Thoms, R.Bongard.

Full race results are available for anyone who wants the complete picture.

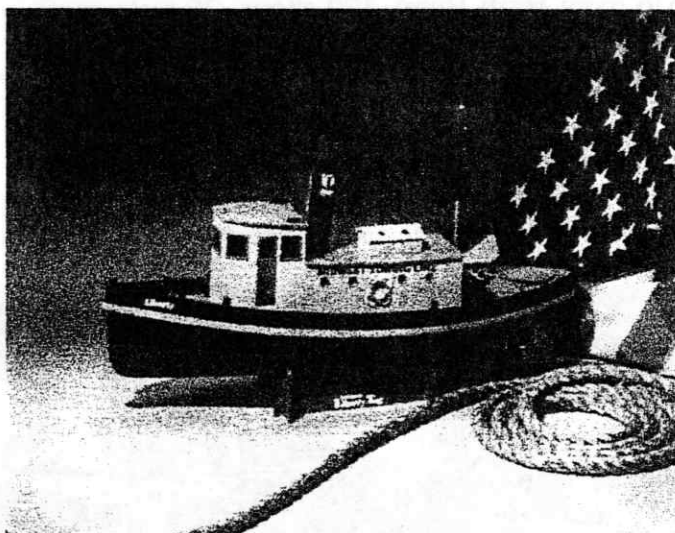
HARD LUCK skipper of the regatta was Mike Carlson. Mike lost his boat as a result of flooding. An effort to locate and retrieve the boat was not successful.

Tony Johnson posted the regatta's low score, 9.25

Whenever a group of people gather for a sporting event, there always seem to be one or two participants who give of themselves so that others may compete. One such occurrence was brought to my attention a few days after the regatta. It seems that one of the Fairwind skippers helped another skipper re-rig various lines on his boat and actually coached him in one or more heats...missing two of his own heats while doing so. "SPORTSMAN" of the regatta was John Bishop.

I want to thank all who turned out for this event, especially the Fairwind skippers who put eleven boats in the water.

Fred Ferris



Liberty Tug

Midwest Products is producing a second R/C boat kit that features a vacuum formed hull for simplified assembly - The Liberty Tug! The pre-formed hull eliminates the hassle of building the hull, while the Success Series Construction Manual should afford a pleasant and relaxing building experience.

The Liberty Tug is designed to be powered by either the Midwest Heritage Steam Engine or the Midwest MEPS-III Motorizing package. The kit features jig-lock die-cut Micro-Cut Quality Wood parts for the cabin/pilothouse, laser cut window frames, cast metal fittings, a complete decal set and all necessary running hardware, plus die-cut display stand with nameplate. (kit will be available in December)

Liberty Tug Kit Number 990, Price: \$149.99
Hull Length: 25-1/4", Beam: 6-7/8", Scale: 1/2"= 1'
Midwest Heritage Pre-Assembled Steam Engine

Kit #987, Price: \$124.99 (available now)

MEPS-III Motorizing System

Kit #936, Price: \$89.99 (available now) *Ed Rogala*

Name	City	Zip	Boat(s)	Year
Anderson, David	Minneapolis	55410		00
Anderson, Gary	Chanhassan	55317		00
Anderson, Glenn	West St Paul	55118	OQC	00
Applequist, Charles	Bloomington	55437	P	00
Armstrong, Tyler (youth)	Edina	55424	S	00
Bach, Bill	Bloomington	55437		01
Bach, Bill (Sr.)	St. Cloud	56303	(NAFTS)	00
Bach, Billy (youth)	Bloomington	55437		00
Bachrodt, Ronald	St. Paul	55116		00
Baier, Marty	Bloomington	55438	S	00
Bailey, Bret	Chanhassen	55317	F	00
Bakka, Dick	Apple Valley	55124		01
Banicki, Mike	Mound	55364	T	00
Baskerville, Marty	Eden Prairie	55344	FA	00
Bell, Jerry	Bloomington	55438	F	00
Binish, Douglas	Plymouth	55447		01
Bishop, John	Edina	55424	FSCT	00
Blaha, Kyle	Eden Prairie	55344	PW	00
Blais, Harold	Bloomington	55420	F	00
Bolen, William	Bloomington	55431	O	00
Bomberger, James	Hinkley	55037	FS	00
Bongard, Ron	Eagan	55123	FTW	00
Bosworth, Simon	Eagan	55122	O	00
Bottemiller, Karl	New Hope	55428	CT	00
Brenhaug, Jeffrey	Hutchenson	55350	F	00
Bros, David	Edina	55424	KOTW	00
Brust, Kirk	Richfield	55423	CW	00
Cammack, Dave	St. Paul	55105	S	01
Campbell, Doug	Redmond, WA	98052	MCSI	00
Carlson, Mike	Elk River	55330	FTS	01
Cassery, Murray	Eagan	55122	O	00
Chryst, Randy	Eden Prairie	55347	F	00
Cox, John	Anoka	55303	T	00
Crawford, Rod	Excelsior	55331	AMO	00
Dahlen, Dean	Bloomington	55431		00
Dodson, John	Shorewood	55331	AK	00
Dussol, Pierre	Hopkins	55305	F	00
Dvorak, Wayne	Edina	55424		00
Edge, Dick	St. Paul	55106	OPSW	00
Erickson, Tom	Edina	55424		01
Evans, Homer "Chip"	Minneapolis	55416	O	00
Ferris, Fred	Burnsville	55337	FO	00
Field, Orrin	Edina	55435	F	00
Finks, Brian (youth)	Bloomington	55437	S	00
Frank, J.W. "Bill"	Roseville	55113	A I	00
Freeman, Warren	Plymouth	55447	FT	00
Gaston, Diego	Savage	55378	FT	00
Gerstein, Doran	Minneapolis	55419	W	00
Gilbert, Gregory	Crystal	55429	CP	00
Gilbertson, Jack	Woodbury	55125	TP	00
Glass, Bob	Burnsville	55337	TO	00
Hartranft, Earl	St. Paul	55104		00
Heebink, Robert	Edina	55435		00
Hendrix, Doug	Bloomington	55431	A	00
Hershey, Kimberly	St. Louis Park	55426	TK	00
Hodgson, Dr. Tom	Maplewood	55119	T	00
Hofius, Walter	Bloomington	55437	F	01
Hopwood, Gregory	St. Paul	55106	K	00
Hughes, James	Apple Valley	55124	OP	00

Name	Address	City	Zip	Phone	Boat(s)	Year
Hull, Bill		Faribault	55021		P	00
Immediato, Carl		Bloomington	55437			00
Iverson, Kenneth		Edina	55439		TP	00
Jacobson, Richard		Bloomington	55438			00
Jester, Robert		St. Louis Park	55416		FAO	00
Johnson, Dale		Bloomington	55425		FP	00
Johnson, Larry		Prior Lake	55372		FAOT	00
Johnson, Ray		Orono	55356		O	00
Johnson, Tony		Excelsior	55331		FAOI	00
Jones, Robert		Holliston, MA	01746		FOPT	00
Kartes, Tony	58	Bloomington	55420		F	00
Kata, Namue (youth)		Edina	55439			00
Kirihara, Mikio		Bloomington	55420		MOP	00
Klein, Daniel		Maple Grove	55311			01
Klein, H. Phillip		Albert Lea	56007			01
Koehn, Judson (youth)		Bloomington	55438		O	00
Lammie, P. "George"		Minneapolis	55407		KS	00
Larson, Peter		Minneapolis	55418		O	00
Larson, Robert		Edina	55424		FSW	00
LaVenture, A.J. (youth)		Edina	55436		S	00
McCabe, Jeff		Bloomington	55431		FMCT	00
Merrill, George		Roseville	55113		TCW	00
Mielke, Robert		Big Lake	55309		F	01
Mikkelson, Paul		Willmar	56201		Toy Boats	00
Nelson, Allan		Minneapolis	55417		W	00
Norton, Alan		Deephaven	55391		OP	00
Norton, Max		Apple Valley	55124		FS	00
Olsen, Paul		Bloomington	55420		FMOT	00
Parry, Dick		Edina	55436		PS	00
Patterson, Donald		Plymouth	55447			00
Pearson, Donald		Deephaven	55391		Ships-in-Bottle	00
Person, Douglas		Edina	55435		FK	00
Peter, Ralph		Richfield	55423		AO	00
Pfeifer, George		Bloomington	55425		FTWP	00
Phillips, Gary		Eagan	55123		FWTS	00
Pierce, Harold		Shorewood	55331		FT	00
Porter, Fred		Bloomington	55437		W	00
Proctor, Harry		Minnetonka	55343		FOS	00
Proulx, Dan		Maple Grove	55311		SCW	00
Raupp, Alex		Hsin-Chu 300	Taiwan		AI	00
Rasmussen, Don		Burnsville	55306		P	00
Ribbeck, Doug		St. Paul	55105		F	00
Richards, Jay		Bloomington	55437		P	00
Rogala, Ed (Midwest Prod.)		Hobart, IN	46342		x329) W	00
Roloff, Reed		Bloomington	55437		P	00
Ross, Michael		Edina	55410		FS	00
Ryden, Bruce		Centerville	55038			00
Schermeister, John		Brooklyn Center	55430		TCP	00
Schmit, Steven		Minneapolis	55417		C	00
Semsch, Mike		Edina	55436		F	00
Semsch, Nathan (youth)		Edina	55436		S	00
Sigvertsen, Jene		Woodbury	55125		MO	00
Simenson, Yvonne		Edina	55435			01
Smalley, Timothy		Apple Valley	55124		WQ	00
Smart, Jim		Minneapolis	55405		FP	00
Smith, Don		Cologne	55322		PSW	00
Smith, James		Bloomington	55437		FPTW	00
Spletstoeszer, Chad(yth)		Delano	55328		OPC	00

Name	Address	City	Zip	Phone	Boat(s) Year
Spletstoeszer, Terry	[REDACTED]	Delano	55328	[REDACTED]	OWTP 00
Steele, Joe		Eden Prairie	55344		A 00
Stephens, Donald (youth)		Golden Valley	55422		SW 00
Stephens, Richard		Golden Valley	55422		00
Stevenson, Erwin		Chaska	55318		CPWQ 00
Stoffer, Bob		Chanhassen	55317		P 00
Stoltenberg, Ken		Rochester	55906		PWC 00
Studnek, Richard		St. Paul	55104		P 00
Sturmer, Paul (youth)		Mendota Heights	55118		S 00
Swain, Donald		Minneapolis	55411		TC 00
Sword, John		Eden Prairie	55347		P 00
Thoms, Howard		Bloomington	55437		F 00
Traiser, Christopher		Woodbury	55125		MO 00
Trudeau, Jack		Eagan	55123		W 00
Valentine, Andy		Woodbury	55125		S 00
VanVoorhis, C.J.		St. Paul	55108		OS 00
Walker, Dick		Edina	55423		FP 00
Watkins, Tom		Edina	55435		00
Wheeler, Larry		Minneapolis	55410		OS 00
Whisney, Brian (youth)		Edina	55434		00
Whitesides, John	Minneapolis	55415	O 00		
Wicks, Tom	Eden Prairie	55347	00		
Young, Tom	Bloomington	55437	F 00		

Sailboat Codes: F=Fairwind, K=Kyosho Seawind, M=Marblehead, A=CR914 O=Other Sail I=Iceboat
 Non-Sail Codes: C=Commercial / Workboat, T=Tug, P=Pleasure, S=Speedboat, W=Warship / Military, Q=Other Non-Sail

Renew Your Membership In The Edina Model Yacht Club

Membership levels: Youth: (under 18yrs) \$10 per calendar year; Adult: \$20 per calendar year

Renewal Application

Mail to: Edina Model Yacht Club, 7499 France Avenue South, Edina MN 55435
 See your web site: www.emyc.org

Please Print

(Please make checks payable to: Edina Model Yacht Club)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Phone () _____ Youth _____ Adult _____

E-mail address _____

Type(s) of SailBoat Operated _____

Type(s) of Electric Boat _____

Radio(s) channel # and number of boats operated per channel:

(1) Channel ___ How Many ___ (2) Channel ___ How Many ___ (3) Channel ___ How Many ___ (4) Channel ___ How Many ___

Last Blast (cont'd): would be no possibility of organization during the rest of the day's runs. It became a free run of sorts. Fine by me, considering my current predicament, and weather conditions.

Off Shore: We attempted to run Off Shore with my Electro Vee and the one owned by newer member Mark Anderson. Mine powered by a single 8.4V 700BB and 12 cells and his pushed by twin Chameleon's on Hughey Gear drive it was obvious who had speed. Mark could walk right past me, but unfortunately neither of us could finish the race.

SAW: I believe the last organized attempt at running anything was the SAW. Not a SAW by IMPBA or NAMBA standards but a run against the radar. My attempts to get just one boat on the water at once were futile. Everyone had to be on the water at once. C.J., manning the Radar gun, had his hands full trying to shoot accurate readings for the record book. Within minutes folks started to realize the confusion was annoying with people cutting each other off as they were attempting to make a pass on the already poor water conditions.

Next year it will be more strictly organized. 6 cell modified monos could only best an average of 26-27mph as compared to more favorable 35-36mph in better conditions. Dave's 8 cell DPI hydro averaged in at 29mph, powered by Aveox! Mark surprised the crowd by posting a high of 32mph with his big Electro Vee that rode as on rails, where no one else could. Breaking with rules, Dan ran his 8 cell cat on 12 cells. With the added weight keeping it on the water for an average of 32.5mph taking the win! I made a futile attempt at a speed run in my Electro Vee whilst the Micro Bullet rested at the bottom of the pond. I could muster a top speed of only 28mph before blowing off the water.

The rest of the day, if you could call 2 hours a "day" was open running on the radar gun, and testing new setups. Generally having as much fun as we could given the situation we were in.

*Later on, about one week later Dale was goofing off with the Radar and shot me coming back in from retrieving a flipped boat. In our Fiber Glass Pelican and Electric Trolling motor, Mouth Wide open I was clocked at an impressive 20mph! It's either time to invest in a new radar gun or I'm dumping my R/C Boats and racing with the retrieval boat from now on!!

This proved a learning experience on many points:

- 1) Pass out the rules, and strictly adhere to them.
- 2) Micro Bullets can't float with out the hatch.
- 3) Organized racing in MN in October is nuts.
- 4) Even with few racers, Chaos can enter the race.
- 5) NO retrieval boat in the water until race is finished.

Had we more racers in attendance I'm sure it would have been more organized. With only club members there it became an event more like weekly fun run nights. We will need a more organized event scheduled for next year, and some of us look forward to doing so. Some folks from out of town have expressed great interest in attending a race at our site to compete. We will have to put on our best suits next year and try it again!

Andy Valentine

Wreck of the Edmund Fitzgerald

Song By Gordon Lightfoot

The legend lives on from the Chippewa on down
Of the big lake they called "Gitche Gumee"
The lake, it is said, never gives up her dead
When the skies of November turn gloomy
With a load of iron ore twenty-six thousand tons more
Than the Edmund Fitzgerald weighed empty
That good ship and true was a bone to be chewed
When the 'Gales of November' came early.

The ship was the pride of the American side
Coming back from a mill in Wisconsin
As the big freighters go, it was bigger than most
With a crew and good captain well seasoned
Concluding some terms with a couple of steel firms
When they left fully loaded for Cleveland
And later that night when the ship's bell rang
Could it be the north wind they'd been feelin'?

The wind in the wires made a tattle-tale sound
And a wave broke over the railing
And every man knew, as the captain did too,
T'was the witch of November come stealin'
The dawn came late and the breakfast had to wait
When the 'Gales of November' came slashin'
When afternoon came it was freezin' rain
In the face of a hurricane west wind.

When supertime came, the old cook came on deck sayin'
"Fellas, it's too rough to feed ya."
At seven P.M. a main hatchway caved in', he said
"Fellas, it's been good t' know ya"
The captain wired in he had water comin' in
And the good ship and crew was in peril
And later that night when 'is lights went outta sight
Came the wreck of the Edmund Fitzgerald.

Does anyone know where the love of God goes
When the waves turn the minutes to hours?
The searchers all say they'd have made Whitefish Bay
If they'd put fifteen more miles behind her
They might have split up or they might have capsized
May have broke deep and took water
And all that remains is the faces and the names
Of the wives and the sons and the daughters.

Lake Huron rolls, Superior sings
In the rooms of her ice-water mansion
Old Michigan steams like a young man's dreams,
The islands and bays are for sportsmen
And farther below Lake Ontario
Takes in what Lake Erie can send her,
And the iron boats go as the mariners all know
With the 'Gales of November' remembered.

In a musty old hall in Detroit they prayed,
In the "Maritime Sailors' Cathedral"
The church bell chimed 'till it rang twenty-nine times
For each man on the Edmund Fitzgerald
The legend lives on from the Chippewa on down
Of the big lake they call "Gitche Gumee"
"Superior", they said, "never gives up her dead
When the 'Gales of November' come early!"

November Meeting Notice:

(Third Tuesday of the Month)
Tuesday, Nov. 21st
7:00 P.M.

Centennial Lakes
Garage (Band Room)

Commodore:	Andy Valentine
Vice Commodore	Fred Ferris
Vice Commodore	Paul Olsen
Vice Commodore	Tim Smalley
Vice Commodore	Terry Spletstoeszer
Treasurer	Gary Phillips
Newsletter Editor	Jim Smith

Web Site: www.emyc.org

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First Class