

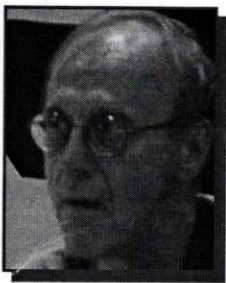
EDINA MODEL YACHT CLUB

SAIL & SCALE NEWSLETTER

AUGUST 2008

VOLUME 17, NUMBER 8

EMYC ENTERTAINS TENANTS



By Don Westley

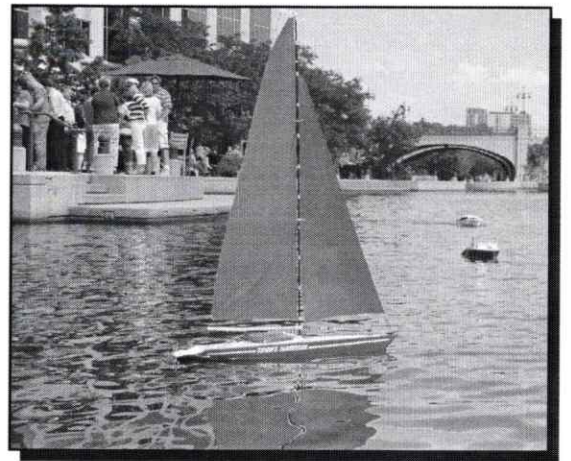
Al Bickford was asked by the Centennial Lakes Office Park Events Planner if they would provide a daytime display of member boats on the south pond for "tenant appreciation days" on Tuesday and Wednesday, July 15th and 16th. They were expecting 900 people the first day and 1700 the second day. Attending EMYC members were offered lunch and beverages for their display.

Each day was well attended by both the members and Office Park personnel. The weather was perfect and the event nicely appointed with decorated seating areas surrounding two sides of the pond, and a 4-piece orchestra providing a pleasant background. The catered lunch was excellent. The office personnel seemed enchanted by the EMYC boat display. Many attendees expressed their appreciation for our demonstration, and several had many questions.

Our thanks to the members that brought the nice variety of R/C boats to this occasion on both days. As Commodore Bickford stated, "This was a great chance for the club to show what we do and express our appreciation for the use of the Centennial Lakes ponds."

We're looking forward to participating in the event again next year.

— Don Westley



SCHEDULE OF EVENTS:

EMYC Open Sailing
Annual Drydock Party

Centennial Lakes
Centennial Lakes Centrum

Tuesday & Thursday evenings, Sunday afternoons
Saturday, November 22, 2008

COMMODORE'S CORNER



By Al Bickford

Temp's in the high 80's. Humidity just this side of "swimmable." Most sane folks

would be sealed inside their homes watching a program about dancing with a has-been "star." But not for a dedicated bunch of EMYC members. They're out at the ponds almost every Tuesday, Thursday, and Sunday evenings relaxing and sailing their boats. PT's, tugs, Odoms, Lasers, Solings, EC-12's. They're all there and everyone is having a good time. Folks on leisurely strolls stop by and ask questions; many just sit and watch the sails and wakes. What could be better? So if you have a chance, stop by and join in, enjoy the Dog Days, and share a laugh or two.

I've been visiting some hobby shops recently and talking with them about advertising in our newsletter. So far, the responses have been positive. So as soon as I can, it's off to the office supply store to pick up a bunch of invoice forms, and then back to the shops and the phone to do some "selling." I'm trying to get enough advertisers to offset some of our publishing costs. When new ads appear in the newsletters, please SUPPORT OUR ADVERTISERS! Stop in, say "Hi!" and mention their ad. I'm sure they'll appreciate it!

So - see you at one of the shops!

Smooth sailing - Al Bickford

EARLY 1800'S NAVAL GUN - THE CARRONADE



By Shiv Urmitimber

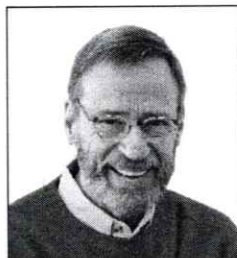
The carronade, named after its developer and manufacturers, the Carron Iron company of Falkirk, Scotland, was invented in the 1770s. The company subsequently manufactured many thousands of these guns for customers all over the World until

production ceased in the 1850s.

They were made in the usual naval calibres, with schooners carrying 12 pdrs, brigs and sloops carrying 18-24 pdrs, and frigates and ships of the line carrying 32 pdrs. Some smaller and larger calibres were also manufactured.

Carronades were introduced into the Royal Navy during the Revolutionary War, but were subsequently only fitted at the captain's discretion until the Napoleonic Wars, when many smaller single deck ships were entirely rearmed with carronades, with the exception of a pair of long guns for use as long range bow chasers. They were used in larger ships on the top decks as well.

Carronades had the great advantage of being less than half the weight and length of the equivalent long gun, enabling ships to carry heavier broadsides, particularly on the higher decks where only lighter weight guns could be placed. They had the disadvantage of less range (about a third to a half less) than the equivalent long gun, and less accuracy, owing to the shorter barrel.



EDINA MODEL YACHT CLUB
Your contact for "Logo Gear" is
Doug Person

I have three fantastic catalogues filled with clothing choices you can select to have embroidered by Team Mates, Egan.

Embroidery options include our club logo and/or burgee with your name, boat name, number, etc.

Fly your colors...EMYC!!

BUILDER'S CORNER

WHALEBACK!

by Kirk Brust (with additional Whaleback info)

This build project is the Great Lakes ore boat, John Ericsson, and it is of the "whaleback" design. The model is in progress and is somewhat further along than the photos show. It is approximately 6' long and is built to 3/16" to the foot.

The whaleback was a unique design of a cargo ship with a hull that continuously curved above the waterline from the vertical to horizontal leaving, when fully loaded, only the curved portion of the hull with its whaleback above the waterline, giving the vessel its "whaleback" appearance. Instead of crashing into the sides of the hull, waves would simply wash over the deck meeting only the minor resistance of the rounded turrets. When fitted with hawse pipes for anchors and a guide for the tow cable, the bow somewhat resembled the snout of a pig, from which came the alternate and usually derisive appellation of "pig boat". The derision of scoffers notwithstanding, the design performed well. Whether towed or under their own power, they were

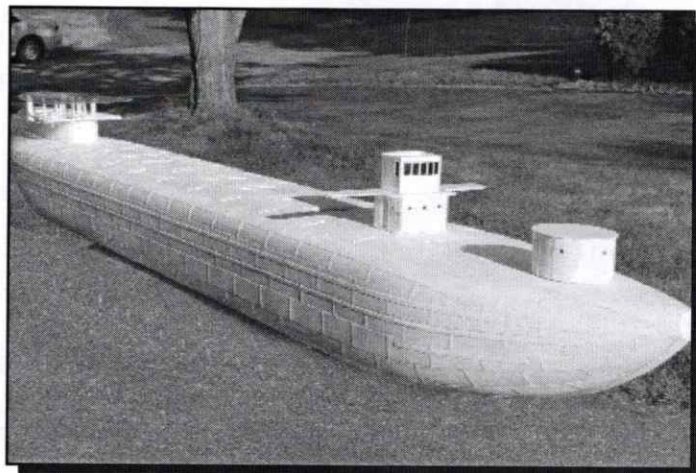
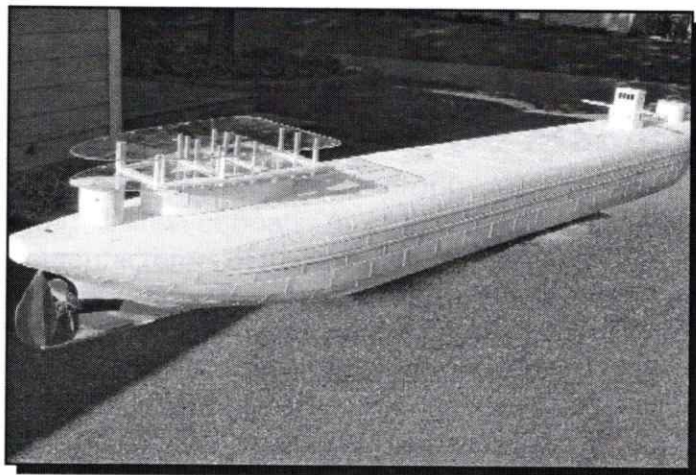
seaworthy vessels and fast for their time.

A total of 43 such vessels were constructed from 1887 to 1898. All but two were built initially as lake freighters for service on the Great Lakes of Canada and the United States. Six were built at Duluth, Minnesota; thirty-three were built at West Superior, Wisconsin; two at Brooklyn, New York; one at Everett, Washington; and one at Sunderland, England. A number of the Great Lakes vessels left the lakes for service on salt water seas.

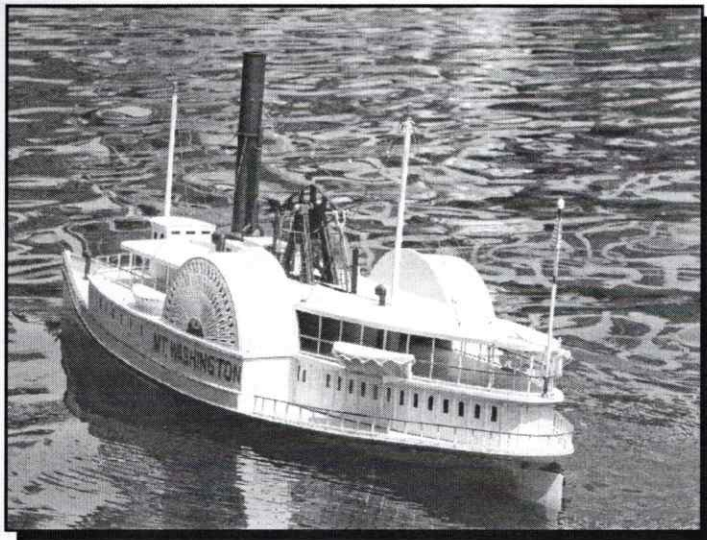
The whaleback was designed by Captain Alexander McDougall (1845–1923), a Scottish-born Great Lakes seaman and ship's master. His original purpose was specifically to create a barge design that would tow easily and track well.

While the whalebacks were seaworthy and at times broke cargo records, they never did fully overcome the typical resistance to the unfamiliar. The design failed primarily due to problems with the hatches. At first the hatches were "flush mounted" and when closed almost looked like part of the hull. The hatch covers and/or the edges of the hatch openings, however, tended to warp or get bent in use, destroying the watertight seal. Later vessels had hatch coamings. While this improved upon the problem, it was not enough to make up for the relatively small size of the hatches. Because the sides of the boats curved in, the hatches were not as wide as on traditional boats, limiting unloading speed, a critical factor for making a profit.

—Kirk Brust



CENTENNIAL LAKES TENANT APPRECIATION DAY



JULY MEETING REPORT

By Don Westley, Secretary

With Commodore Bickford tooting the Bosuns whistle, the meeting came to order with 26 members present.

John Hoffman was welcomed as a new member.

The EMYC sailing demonstration for the Centennial Lakes Office Park Tenant Appreciation Days was held on Tuesday and Wednesday, July 15 and 16. Many members were showing their boats between 11am and 1pm on both days. The attending crowds seemed quite pleased and interested.

It was announced that Don Pearson currently has a model boat display of his fine work at the Wayzata Public Library.

Details of upcoming Lighthouse Night were discussed:

- Name tags are encouraged. Blank tags will be made available.

- An area for boat operators will be roped off, with "Reserved" signs.

- Members are encouraged to arrive plenty early, because parking will fill fast, with the concurrent Sousa Band Concert. 4pm is not too early.

- Boats should be on the water at 7pm. The band concert starts at 8pm.

- Prohibition of high speed boats for the night time event is continued.

Julia Moen displayed her recently acquired DKW ("duck"). It will provide entertainment on the water and the shore. Todd Moen also displayed his new battleship and aircraft carrier R/C boats.

Jim Smith won the prize for identifying the ship featured in the Nautical-Know-It-All column of the newsletter last month. He was the first to identify the ship as the USS Michigan, and later renamed as the Wolverine.

With no further business, the meeting was adjourned.

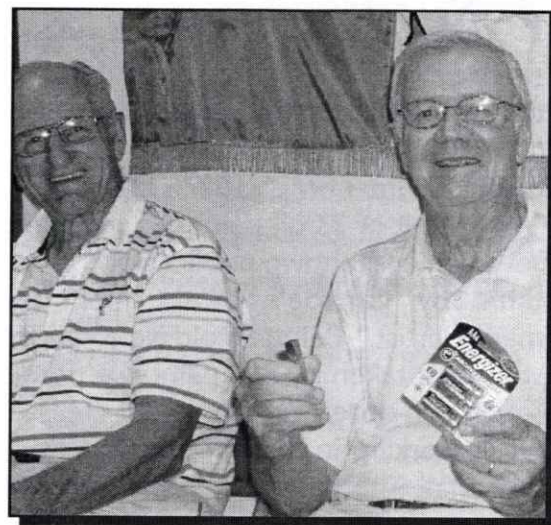
— Don Westley, Secretary

Update on Soling 50 Manufacturers

Victor Model Products has dropped the Soling 50 Class model from its line of boats. As of July 23rd, 2008, the only three manufacturers of fiberglass Soling 50 Class boats are:

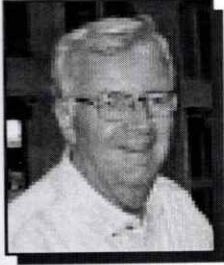
- Ludwig Mfg., Universal City, TX
(<http://www.ludwigryachts.com/>)
- Hartman Model Boats, Bergen, NY
(<http://www.hartmanmodelboats.com/>)
- GRP Model Yachts, Freedom, CA
(<http://www.modelyachting.com/>)

Meeting Pictures



New Minnesota Marine Art Museum

by Jim Smith



An advertisement in our local newspaper early in the year prompted me to drop in to the Minnesota Marine Art Museum in Winona in late July. The museum was celebrating its second anniversary as I visited. Well designed wild flower gardens surround the building which lies alongside the Mississippi river. Numerous barges are tied up nearby.

The museum building is a large, multi-angled structure arranged into four, more or less equal sized galleries all on one level. The entrance gallery contains the visitor's counter (Yes! There is an entrance fee of \$6.00), a gift shop and several pieces of nautical memorabilia such as half-hulls, a ship's wheel, and a few paintings.

The second gallery contained over three dozen pieces of contemporary folk art, some whimsical, some a bit more serious, all quite lovely ... I would have gladly taken any of the items for display in my home.

The third room contained what I had specifically come to see, the subject of the previously mentioned ad. The presentation is titled "Men in Fickle Seas: The Art of Jack Lorimer Gray" (1927 - 1981) and is "An exhibit of 23 oil paintings, including several pieces shown publicly for the first time, by Canada's most celebrated marine artist." Being an old New Yorker, I was most taken by two paintings from a series of a dozen that the artist created while working in that locale. One, titled "Snowfall, The Battery" depicts two har-

bor tugs at rest in a heavy snow storm. The other is titled "Ambrose Lightship." Gray's depiction of seas, both roiling and calm is just right. These 23 paintings are well worth "the price of admission" and the trip down river to Winona to see.

The fourth gallery contained a very large number of turn of the 20th century photographs of Mississippi river scenes and activities. Also, interesting!

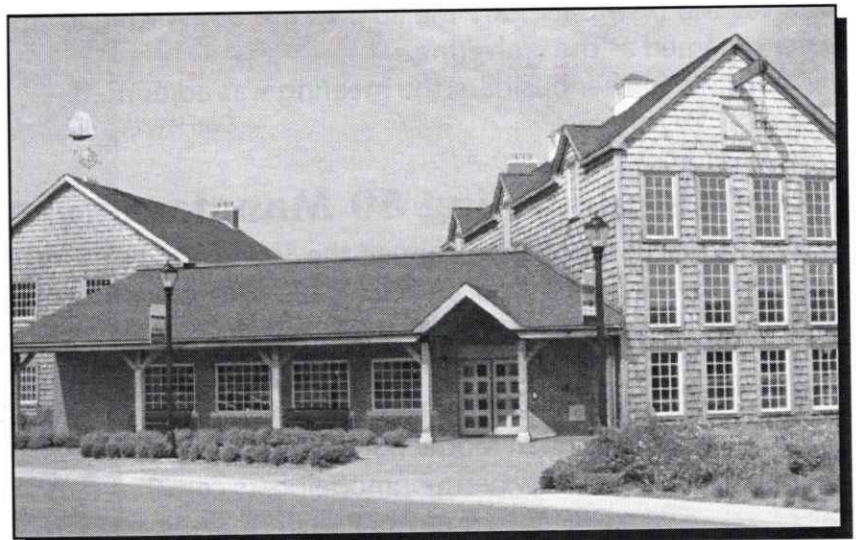
Permanent moorings at the museum are awaiting the arrival of the river dredge "Thompson" for display. It was expected earlier this year, but the Corps of Engineers is still using it as crew quarters near Fountain City.

The museum is located less than a mile from the heart of the city at 800 Riverview Drive and about 2 - 2 1/2 hours from the twin cities via Hwy 52 and Int.90. Although shorter in miles, the old "River Road" (Hwy 61) route will probably take longer but be more scenic - your choice. Lodging is available nearby. The AmericInn, about 3/4 mile away, has rates below \$100, including breakfast.

Although the Jack Gray works are scheduled to be on display until October 24th, it would probably be prudent to call before visiting, just to be sure [REDACTED]. If you decide to go in conjunction with a "fall colors" trip in October when Winona's hillsides are ablaze ... a call beforehand would be a really good idea.

The museum website is www.minnesotamarineart.org

—Jim Smith



NAUTICAL KNOW-IT-ALL

Last month's question had two correct - and very quick - responses. So this month's question goes a lot deeper (pun intended).

What is the class name of the largest submarine in the world, and...

- (a) How many were built?
- (b) Who built them?
- (c) What were their numbers (and for bonus points, their names)?
- (d) How many are still active?

Hints: Sean Connery, vivid color, cool month.

The prize for the first all-correct answer submitted to the editor is your choice of a trip to Hawaii with Mickey (as his porter and gofer), the chance to edit the newsletter next year, or a \$10 gift certificate to Hub Hobby.

(Note: Tim Smalley - to make this somewhat fair, you also need to provide the name of a current captain of the above subs).

Last month's winner of a set of rechargeable batteries and a chunk of iron was Jim Smith, who very quickly identified the two names given the first- ever iron hulled ship commissioned by the US Navy: the Michigan, later renamed the Wolverine. Don Westley also quickly submitted a correct answer.

SPECIAL THANKS

To all who contributed to this issue of the Sail & Scale. Al Bickford, Dale Johnson, Shiv Urmitimber, Jim Smith, Hub Hobby Kirk Brust and Don Westley.

Items For Sale:

Fairwind sailboat Price negotiable.
Brian - [REDACTED]

Spektrum DX6i Four JRPA635 Throttle Ratchets, brand new, \$5.00 each.

Laser saiboat \$450.00
Includes three sails, boat stand and carrying bag.

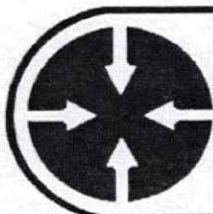
Hitec FM dual range transmitter. Two receivers. Reason for sale - bought a Spektrum. \$65.00.
3 above by John D. - [REDACTED]

Wanted: 2009 Sail & Scale Editor

Again, I ask a member to consider taking on the editorial role for 2009. I will commit to continue providing three or four pieces of monthly content and photos, but cannot continue to writing, editing and assembling the final format. Approximately four to six hours would be required. Thank you.
- Dan Lewandowski

RICHFIELD
612-866-9575

LITTLE CANADA
651-490-1675

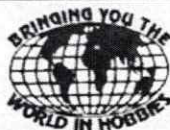


**HUB
HOBBY
CENTER**

OPEN...MON-FRI, 10:00-9:00...SAT, 9:30-5:30...SUN, 12:00-5:00

Model Railroading Radio-Control Plastic Models
Science Projects Kites Rockets Road-Racing Videos

Richfield
6410 Penn Ave. S.
Richfield, MN 55423
(1 blk S of LUNDS)



Little Canada
82 Minnesota Ave.
Little Canada, Mn 55117
(Hwy 36 & Rice St.)

CLUB SHIRTS HATS ETC.

Contact:
Douglas Person [REDACTED]

Club Burgees and Stickers

Contact:
Mickey Kirihara [REDACTED]



EDINA MODEL YACHT CLUB

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



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AUGUST MEETING

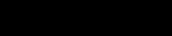
TUESDAY, AUGUST 19, 2008 7:00 P.M.
CENTENNIAL LAKES GARAGE BAND ROOM

AGENDA:

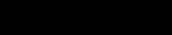
- Discuss Lighthouse Night
- Show'n'Tell - Kirk Brusk - Whaleback Model

Special Interest Contacts:

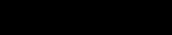
Membership:

Ray Meifert  rmeifert@emyc.org

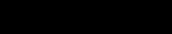
Scale Boating

Tim Smalley  tsmalley@emyc.org

Sail Boating:

Tony Johnson  tjohnson@emyc.org

Fast Electric:

Dan Proulx  dproulx@emyc.org

2008 Board Members

Commodore: Al Bickford 
Vice Commodore: Ben Radenbaugh 
Vice Commodore: Vern Grimes 
Vice Commodore: Paul Olsen 
Vice Commodore: Don Pearson 
Secretary: Don Westley 
Treasurer: Mickey Kirihara

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

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 dlewandowski@emyc.org
Webmaster: Dale Johnson
 djohnson@emyc.org

Please send articles by email to:
dlewandowski@emyc.org

Deadline for articles to be considered for the September publication will be Wed, Sept. 3, 2008.