

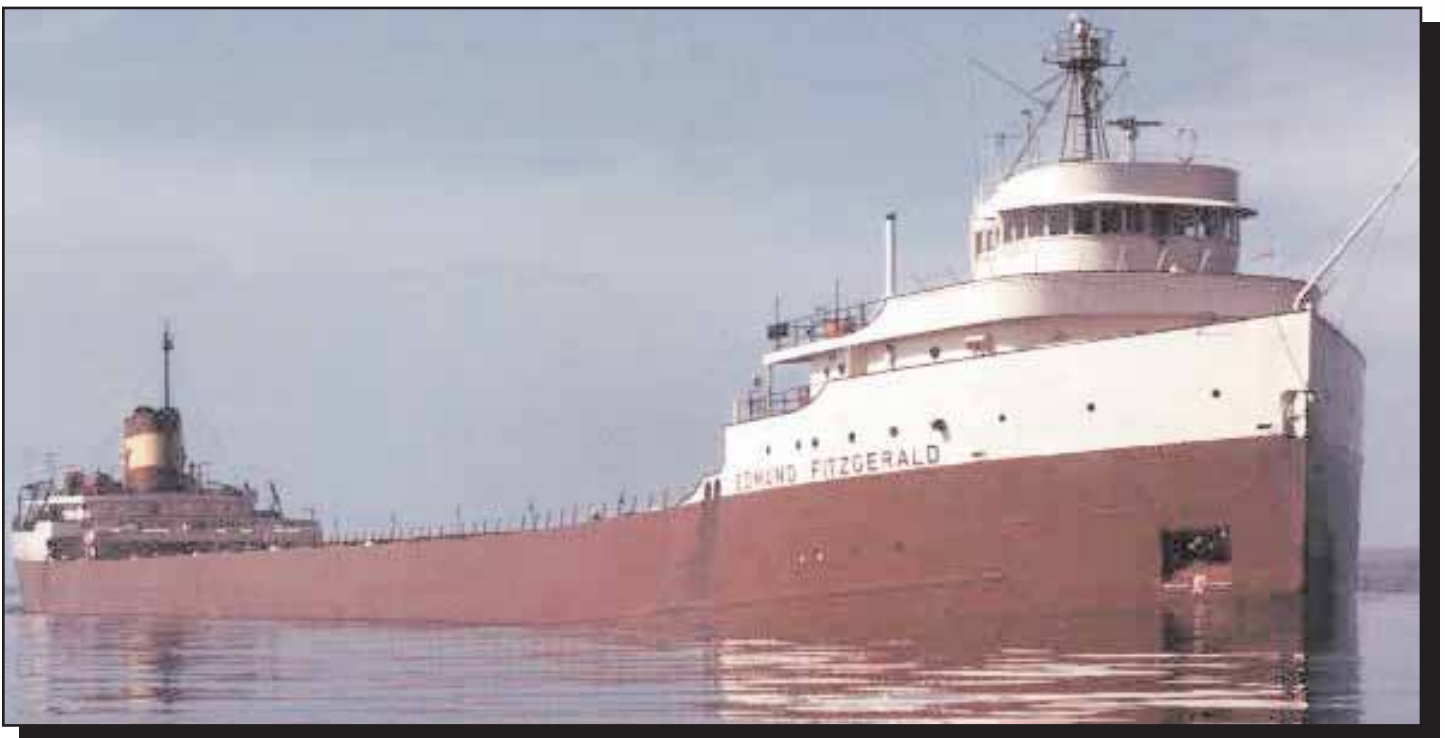
# EDINA MODEL YACHT CLUB

## SAIL & SCALE NEWSLETTER

NOVEMBER, 2010

VOLUME 19, NUMBER 11

### 35 Years Ago - Sinking Of The Edmund Fitzgerald



#### Summarized By Todd Moen

November 10, 1975 the bulk freighter Edmund Fitzgerald sank in Lake Superior with all hands. The Fitzgerald cleared Superior, Wisconsin, on her last trip on November 9, 1975, with a cargo of 26,116 tons of taconite pellets consigned to Detroit. Traveling down Lake Superior in company with ARTHUR M. ANDERSON of the United States Steel Corporation's Great Lakes Fleet, she encountered heavy weather and in the early evening of November 10th, suddenly sank approximately 17 miles from the entrance to Whitefish Bay (continued on page 4)

#### SCHEDULE OF EVENTS:

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November 13, Saturday	.....7:00 p.m.	.....Drydock Party
November 16, Tuesday	.....7:00 p.m.-:9:00 p.m.	.....Swap Meet
January 18, 2011 Tuesday	.....7:00 p.m-10:00 p.m.	.....Membership Meeting

## COMMODORE'S CORNER



By Joe Steele

### YEAR END WRAP-UP

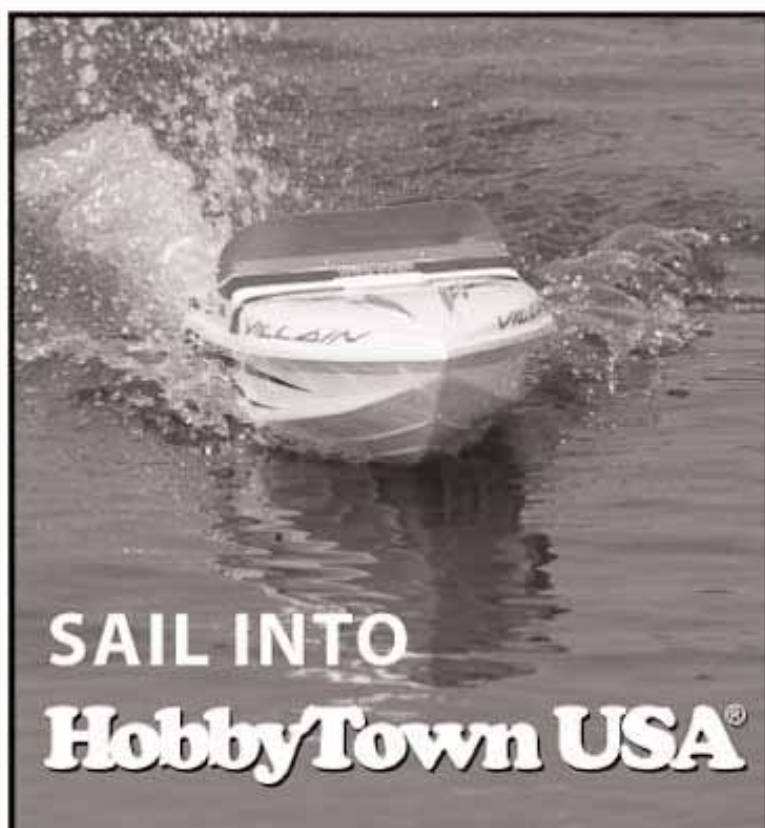
It's great to see members still running their boats at the pond. Heavy coats and gloves appeared but the boats are still running.

Thanks goes out to Dave Bros for his presentation on things that stick. I thought I knew a lot about the subject but learned more important information that I will use for my winter projects.

The next two events are the "Dry Dock Party" and the annual "Swap Meet". I don't know about you but I never miss a free meal. The swap meet is the best place to pickup a winter project and pass on to another member stuff too good to throw out.

As the year comes to an end, be sure to thank all those that help make the year as good as it was. And there are a lot of members to thank.

**Special Thanks...**To members that contributed to this Sail & Scale issue: Dan Lewandowski, Dale Johnson, Julia Moen, & Joe Steele.



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## AT THE MEMBERSHIP MEETING

**OCTOBER 19, 2010**

**By Julia Moen**



There were 20+ members present and 1 visitor (David). We held the nominations for officers of the club and here they are:

Joe Steele	Commodore
Paul Olsen	Vice Commodore
Don Westley	Vice Commodore
Terry Mackey	Vice Commodore
Dick Walker	Vice Commodore
Julia Moen	Secretary
Larry Wheeler	Treasurer/ Membership

These nominations were passed unanimously.

David Bros did a presentation on Sticky Things -

Surface preparation is very important. When preparing the kicker, blend 100% (use popsicle sticks to mix). Epoxy needs to be thinned out by mixing with solvent alcohol (use eyedropper to do this). Heat kicker (warm up epoxy). There are different kickers: West Systems 403 Microfiber Gap Fluid lasts for long period of time while epoxy has a shelf life of about one year. To do sanding, take a block of wood and apply 2-sided carpet tape on each side, then add your sandpaper (coarse and fine) to the wood.

Spot putty from automobile stores works great dings, dints and scratches. Goop stays sticky/in some cases can work better



**Old Photo - "A Day At The Pond"**

than proxy.

3M Super 77 Classic - use to stick on decals and papers. Apply Locktite 242 on threads of bolt and bolt will not vibrate off. Locktite 271 is permanent.

Dan Lewandowski gave a presentation of his recent trip aboard the Brig ship *Niagra*.

Several Show & Tell projects were presented, which concluded the meeting.



**David Bros explaining the types of glue**



## Sinking Of The Edmund Fitzgerald (CONT.)

In the Fitzgerald's storm, winds as fast as 45 knots were reported, with waves as high as thirty feet. Both water pumps on the Edmund Fitzgerald were damaged, and the lifeboats were destroyed by the force of the storm. While it is many times portrayed that ships were happy to return to the water in search for the Fitz that night, they were not. Though they were eager to help their friends, it was a hard decision to make. Crews had to make a choice to risk their lives in hopes of saving others, or staying sheltered by the safety of Whitefish point. While many factors undoubtedly went into the sinking of the Edmund Fitzgerald, and no one can conclusively determine the cause, one thing is certain from testimony of other sailors that were on Lake Superior on November 10: the storm was a major factor to the ultimate demise of the Edmund Fitzgerald. Waves high enough to sweep across the deck, making it too dangerous to stand on the deck were a major factor in the Edmund Fitzgerald taking on water early in the day on November 10. There are several theories behind the sinking of the S.S. Edmund Fitzgerald, but still to this day nothing has been proven. Since there were no survivors to provide eyewitness accounts, any theory is as plausible as others. Though research has been conducted and claims made, nothing can provide a definitive reason and cause for the sinking. This page lists the most common theories;

1. Bottoming out/grounding. This could have very well happened near Six Fathom Shoal.
2. Faulty hatch covers
3. Another theory, which is very dis-

liked by many Fitz enthusiasts, is that the men may not have properly fastened the series of clamps that were used to hold down all of the the hatches, and therefore water seeped in.

4. Previous structural damage may have caused the sinking.
5. Huge waves swamped the ship and it sank. Many people call these huge waves (so big they are detected by radar) the Three Sisters.
6. Lack of proper repair from previous damage may have played a role
7. A huge wave rode up between two swells and the ship snapped in half.
8. Human error
9. A wave engulfed the ship, pushing the front of the ship underwater. The ship then hit ground, and broke in two...this may be why the two portions of the ship are so close.
10. Waves lifted both ends of the ship (bow and stern), but the center of the ship containing the cargo was not held by a wave, so the overload forced the center downward, sinking and/or breaking the ship in two.

Capt. Dudley Paquette, a vet of the Great Lakes with Inland Steels Fleet, he was out on the lake that night on the Sykes. He thinks the Fitz had a structural problem in the hinge area just fore of the aft superstructure (Right were the Fitz split in half), possibly due to a loose keel, that had been fixed twice in Fraser Shipyards and was due to be taken care of during the winter layup of that year when the boat was supposed to be lengthened. The keel is the backbone and gives it most of it's strength. If the boat was working (twisting) to much due to the heavy load and the storm throwing it around, the hinge area may have had to much stress and broke. This would cause the boat to break in two, the stern would have rolled over due to the torque of the spinning propeller, the bow section would fill with water and make it nose dive like it did. With the stern section (engineering) severed from the ship, the fore section would have been without power. Thats why there was not a distress call.

The National Transportation Safety Board unanimously voted on March 23, 1978 to reject the U. S. Coast Guard's official report supporting the theory of faulty hatches. Later the N.T.S.B. revised its verdict and reached a majority vote to agree that the sinking was caused by taking on water through one or more hatch covers damaged by the impact of heavy seas over her

## Sinking Of The Edmund Fitzgerald (CONT.)

deck.

This is contrary to the Lake Carriers Association's contention that her foundering was caused by flooding through bottom and ballast tank damage resulting from bottoming on the Six Fathom Shoal between Caribou and Michipicoten Islands.

The U.S. Coast Guard, report on August 2, 1977 cited faulty hatch covers, lack of water tight cargo hold bulkheads and damage caused from an undetermined source.

Several expeditions have been mounted to the wreck and have been the subject of some controversy. On July 4th, 1995 the ship's bell and stanchion were recovered from where they lay beneath 550 feet of Lake Superior. A replica of the bell, graven with the names of the crew, was left in its place. The bell was presented to the relatives of the crew and rung thirty times -- once for each member of the crew and a final time in honor of all those who have lost their lives at sea. The bell was given to the Great Lakes

Shipwreck Museum at Whitefish Point to serve as a memorial to the ship and crew.

**This Article summarized from several sources.**

Edmund Fitzgerald information:

Length: 729 feet	Height: 39 feet
Breadth: 75 feet	Weight empty: 13,632 tons
Hull: 301	Registry number: US 277437
Christened: June 8, 1958	First voyage: Sept. 24, 1958
Ship Builder: Great Lakes Engineering Works	
Engine Manufacturer: Westinghouse Electric Corporation	
Final resting place: Lake Superior, 530ft underwater	
Sinking: November 10, 1975 with no survivors	



Scale model of the Fitz resting place

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## BUILDER'S CORNER



### BATTERY PACKS

By Dan Lewandowski

Spektrum radio battery packs are made up of 8AA cells and have a nominal voltage of 9.6 volts. They are NiMH rechargeable batteries and have a rated capacity of 1600mAh. All you see is a shrink-wrapped pack with a plug on it - kind of mysterious. So when you need a new battery pack, do you have any options?

My original pack started to go. I always mark the "new" date on my packs and this one was in service since 2007. It will still charge up, but it doesn't last very long before the radio starts beeping away with the low voltage alarm. So I looked at new Spektrum packs. They retail for about \$39 and can be found for about \$29. But they are rated at 1600mAh, just like the original pack. That rating is like the size of a gas tank - compare it to, say, a "16 gallon" tank. Today, size AA batteries are commonly 2300mAh. That's a much larger "gas tank" - almost a whole 50% more at "23 gallons"! And buying those batteries is no more expensive than buying a much lower capacity "original equipment" replacement packs.

So, how do you get the "big tank" option into your radio? First, pick up an 8-pack of Duracell NiMH AA batteries at Walmart for \$25. Be sure to check that they are rated at 2300mAh. Then get an

8-pack "stick" battery holder at Radio Shack for \$2.50. Your total spend is less than \$30 and you now have all the parts needed for your new pack.

Cut the cord off the old original pack (be sure it's useful life is over) and solder the wires to the terminals of the new battery holder. Be careful not to melt the plastic holder and to keep the correct wire polarity. Insert the new batteries into the holder, and for a secure, solid pack, you can shrink wrap your new pack or simply use tape to firm it up.

Discard the foam battery spacer in the radio battery compartment that is used with the original pack, and for an easier fit of the new pack, you can also remove the foam strip that is glued to the battery compartment cover.

Charge the pack as a single 9.6V pack on a good charger and insert into the radio. Or you can insert the pack into the radio and charge it with the wall-wart charger provided with the radio. Be sure that the battery pack wires are tucked away and won't interfere with replacing the battery cover. You now have a much bigger "fuel tank" in your radio and a whole lot more boat run time.



A sailor, ran aground on a sandbar. A passing fisherman offered to tow the sailor's boat off the bar for fifty dollars and the sailor agreed. After he was off the bar, the sailor joked that at \$50 a pop the fisherman could make a nice living pulling people off the sandbar day and night. "Can't at night," replied the fisherman. "At night I haul sand."

**NAUTICAL KNOW-IT-ALL - COAST GUARD VESSELS**



By **Dan Lewandowski**

**L**ast Month's Answers...



**A**

**B**

**C**



**D**



**E**



**F**

- E   **Perserverance II** -123' Largest yacht on Great Lakes
- C   **Maltese Falcon** - 289' A technical marvel - fully automated to be run by a single person.
- F   **Platinum**- 525' Second largest yacht in the world. Now named the DUBAI.
- D   **Eclipse** - 557' Largest yacht in the World. Owned by Roman Abramovich, Russian black market billionaire.
- B   **Mirabella V** - 247' Charter her for only \$300,000 per week.
- A   **Athena** - 295' Big and fast: 19 knot cruise speed.

**C**oast Guard vessels are the subject of this months questions.

The USCGC Sundew is a 180-foot (55 m) sea going buoy tender . It was built by Marine Ironworks and Shipbuilding Corporation in Duluth, Minnesota. In 1958, the Sundew was assigned to Charlevoix, Michigan, and remained there until 1977, when she was replaced by USCGC Mesquite.

Sundew served 60 years for the Coast Guard and was decommissioned and retired on May 27, 2004. As part of the decommissioning, the vessel was given to the city of Duluth, its last home port, to be used as a museum ship.

The Sundew is no longer a Duluth museum ship. What happened to her? Also, the Mesquite is no longer in Charlevoix. Where is she?



**The USCGC Sundew**



**The USCGC Mesquite**



## EDINA MODEL YACHT CLUB

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## NOVEMBER MEETING

TUESDAY, NOVEMBER 16, 2010 7:00 P.M.  
CENTENNIAL LAKES GARAGE BAND ROOM

### AGENDA:

-Swap Meet- Buy, Sell & Trade your inventories!

### Special Interest Contacts:

#### Scale Boating:

Dan Lewandowski (952) 829-9227 dlewandowski@emyc.org

#### Sail Boating:

Tony Johnson (952) 470-8818 tjohnson@emyc.org

#### Fast Electric:

Dan Proulx (763) 551-4953 dproulx@emyc.org

## 2010 Board Members

**Commodore:** Joe Steele (612) 940-3068  
**Vice Commodore:** Paul Olsen (952) 884-4833  
**Vice Commodore:** Don Westley (952) 922-9081  
**Vice Commodore:** Dick Walker (952) 806-9922  
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**Secretary:** Julia Moen  
**Treasurer:** Larry Wheeler

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