

EDINA MODEL YACHT CLUB

SAIL & SCALE NEWSLETTER

MARCH 2014

VOLUME 23, NUMBER 3

Saving the Keewatin



SS North American

By Bill Hamelink

I used to live in Michigan but left there in 1953. Since that time, on my return visits I had noticed a 'turn of the century' passenger steamship docked on the Kalamazoo River just outside of Saugatuck and Douglas. This ship was being used as a museum ship for the public. I assumed that this was one of the Chicago, Duluth & Georgian Bay Transit Company fleet; the 275' Alabama, 259' North American or the 290' South American which I was accustomed to seeing in the area. I was wrong, it turned out to be the 336' Keewatin, an historic ship from the Lake Huron area. (Continued on Page 4)



SS Keewatin

SCHEDULE OF EVENTS:

March 18, Tuesday7:00 p.m- 9:00 p.m.Membership Meeting
April 15, Tuesday7:00 p.m- 9:00 p.m.Membership Meeting
May 20, Tuesday7:00 p.m- 9:00 p.m.Membership Meeting

COMMODORE'S CORNER



By John Bertelsen

I really like these late season snow-falls. March is the snowiest month and we still have

to get past the Boys Basketball snow-storm, somewhat of an urban legend but it can happen. The thing about storms this time of year is it is kind of like sticking your finger in the eye of winter - you know is going to melt away soon!

A big thank you to Dave Bros for the excellent presentation on adhesives and clamps. I know there are other glue favorites that I have heard from others, but with Dave's presentation all of us are now prepared to start assembly on just about anything. This month's presentation is by John Eresmann on weathering techniques. He is bringing his portable Ferrocarril De Isla, Island Railroad, a 1950's vintage banana plantation railroad, and you won't want to miss this incredible packaging of a model railroad in a small space. I circled the model several times and kept seeing wonderful new features. John is a master at every aspect of model railroading, especially the details. Make plans to be there! - *John Bertelsen EMYC Commodore*

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Thank You to David S. Holman's law office for free newsletter printing.. David specializes in Estate planning, Business, Real Estate & Creditor Representation, located in Burnsville, Minnesota.

ANSWERS TO JANUARY'S NAUTICAL KNOW-IT-ALL QUESTIONS

1. "Red sky at night, sailor's delight" Most cloud systems move from west to east. At sunset, a red sky means the sun is likely shining through a lot of dust in the air to the east, scattering the shorter wavelengths (blues and greens). The dust in the air to the east indicates turbulent air is passing, so barometric pressure will rise and generally fair weather will come. A red sky at sunrise means the sunlight is reflecting on dust particles in the west, with stormy weather likely to approach the viewer.

2. What may clouds moving against the wind indicate? This is one of those tales that isn't always true. It may indicate a rain storm approaching because outflow winds from a storm center usually move in the opposite direction of winds in the updraft zone. If the clouds are on the lee side of a low pressure area, however, then it is likely the current weather will remain for several hours.

3. The old folks used to say "Dew on the grass, rain won't come to pass". Why is this so? Fair weather due to high barometric pressure usually allows for radiative cooling at night which results in dew being formed early in the morning. The clear weather will likely persist for hours.

4. "Ring around the moon, rain will be approaching soon" goes the old tale. What causes the ring? Ice crystals high in the atmosphere are indicative of moisture starting to move in at lower levels. The halo is caused by refraction of the moon's light by the ice crystals. The same phenomenon can happen with the sun, too. A halo is a more reliable indicator of storms in warmer months than during winter.

5. If a tree's leaves' undersides are on top, what does that mean? When there are rapid humidity changes before a rain approaching, leaves' stems will soften, allowing wind to turn them over. Some trees, such as aspen and poplar, are better than others at this kind of forecasting.

6. Moisture-laden summer air would be responsible for which of the following old wives' tales? The wives tale is "When sounds travel far and wide, a stormy day will betide." Moist summer air carries sound farther because it is a better conductor of sound than dry air, so moist air indicates an approaching low pressure area and the likelihood of precipitation. In the winter, though, cold, dense air is a good sound conductor, so sound traveling long distances then indicates that the clear, cold weather will remain for a while.

7. If a lot of seagulls are on the beach, what does that mean? Seagulls prefer to be in the air or to sleep on the water. Strong winds makes flying difficult for them and they don't like rough seas, so they go to land. This is not a long-term prediction of bad weather, it's more a sign that the weather is getting bad right now.

8. Aches and pains are said to be aggravated by coming storms. What would cause this? This is another maxim open to interpretation. It does seem to have some validity and researchers think it may be that falling atmospheric pressure causes blood vessels to dilate slightly. This causes further irritation of already-strained nerves near dental cavities or arthritic joints. Other researchers say it's due to selective memory.

9. The old maxim is "The higher the clouds the better the weather". Why would this be true?

High barometric pressure causes drier air, so there is less humidity to condense into clouds at lower levels.



Theodore Too, waiting for open water.
Photo by Bill Uhl

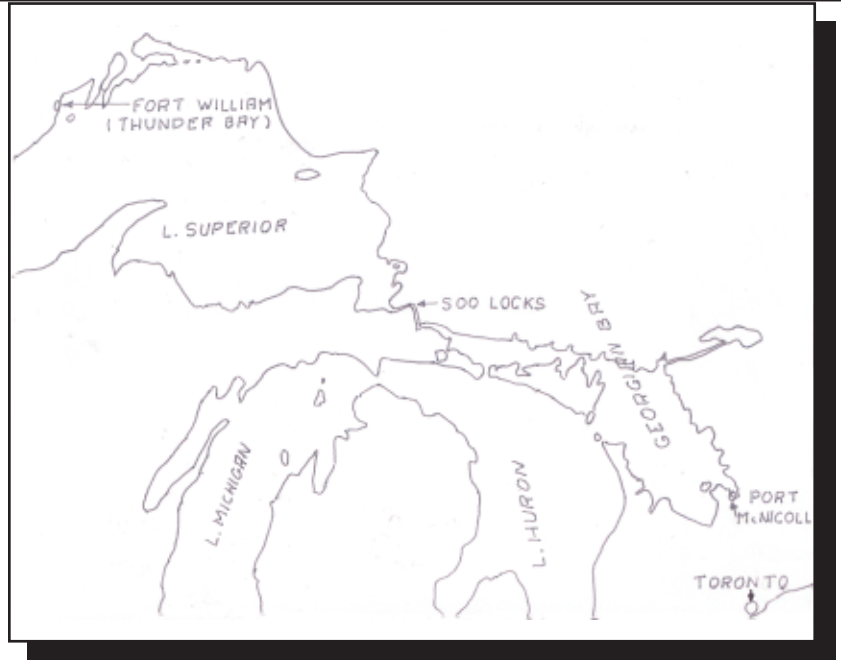
Saving the Keewatin (cont.)

My 3 Lake Michigan passenger ships have all been disposed of. The Alabama was scrapped in 2006, the North American sunk while under tow in the Atlantic in 1967 and the South American was scrapped in 1992. The Keewatin is no longer an active passenger ship but it lives on today.

At the turn of the century (1900 or so) the Canadian Pacific Railway, like many other railway systems was in the tourist business. They had the transportation system to get people from the east to the western resort area; so they went about building the resorts for them. This gave them the resort income plus the increased train traffic. The Canadian Pacific had lines to Toronto from the east and they continued this service to Owen Sound on Georgian Bay, a large bay off of Lake Huron. There was also rail service from Fort William on Lake Superior to the west (Winnipeg, Calgary, Banff etc.). From Owens Sound to Fort William was water so they established the Great Lakes Steamship Service and went into the steamboat operating business.

They had a number of cargo ships with passenger facilities and in about 1907 they added the SS Keewatin and her sister the SS Assinibola to the line. They also moved the rail terminal from Owens Sound to a new nearby port called Port McNicoll. The route was from Port McNicoll, up the Georgian Bay, through the Soo Locks, and on up Lake Superior to Fort Williams, a 2 ½ day trip.

They were to carry passengers in first class overnight accommodations, automobiles, and packaged freight goods. They were both launched in Govan, Scotland: the Motherland. The Keewatin and Assinibola were 3856 gross



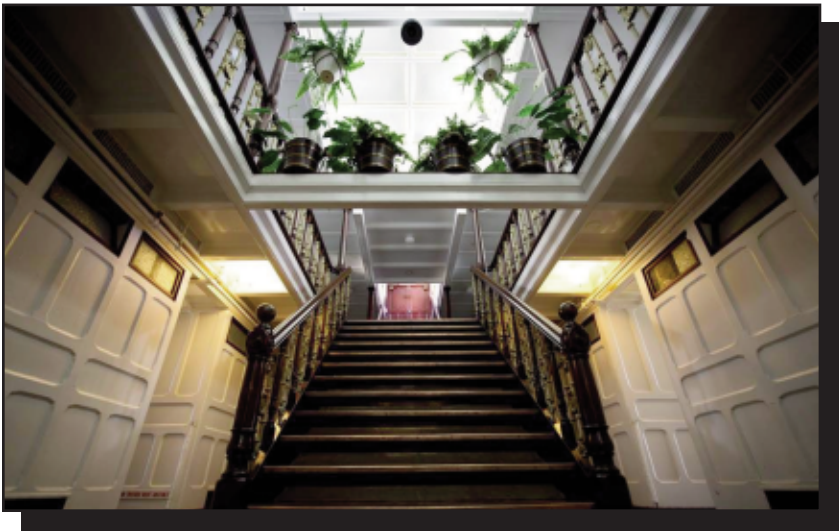
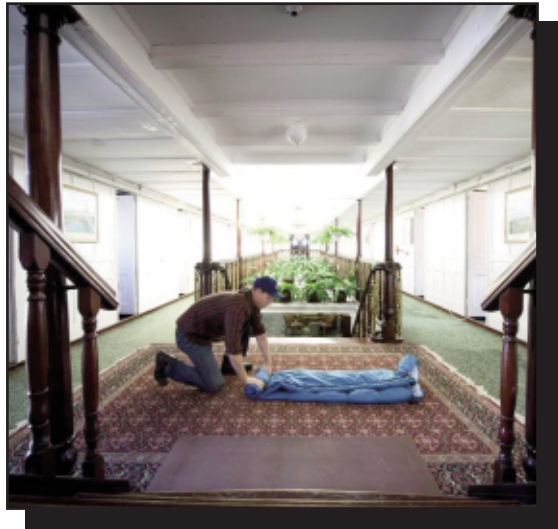
Port McNicoll to Fort William area



SS Keewatin in passenger service

tons, 336 feet long, 44' 8" beam, and 26' 7" depth. They had a capacity of 288 and a crew of 86 and were powered from 4 coal fired scotch boilers driving a single screw at 3,300 H.P. They were the last of the elegant steamships in the class of the

Saving the Keewatin (cont.)



Titanic and the Lusitania as illustrated on this page.

This fleet of railroad ships lasted until their usefulness as passenger liners ended in 1965. They continued sailing for a couple more years as freighters and then the Keewatin was purchased by Roland J. Peterson Sr. of Douglas Michigan, who couldn't bare to see her destroyed. They moved her to a dock on the Kalamazoo river at Douglas where Mr. Peterson reconditioned her, fitted her with furnishings of her proper era and operated her as a museum ship until 2012.

Meanwhile Skyline International Development Inc. was inthe process of putting together a real estate development



(Continued on Page 6)

Saving the Keewatin (cont.)

in the McNicoll area and they expressed an interest in the Keewatin for use as a museum and community events center for their development at McNicoll. A plan was established to set up a non-profit organization named the Diane and R. J. Peterson Great Lakes Foundation & Keewatin Museum. Skyline would buy the Keewatin, move it to McNicoll and refurbish it. This was not an easy task as the ship was in need of significant repair and was sitting on a silted lake bottom without a sufficient channel to Lake Michigan. Skyline agreed to pay for dredging a channel to Lake Michigan and other necessary moving expenses.

The channel was dredged, almost deep enough, the departure party was set, and the ship was tugged, rocked, and pried loose from the lake bottom, and the journey to Canada was underway. The Douglas people gave her a grand send-off.



Towing downriver, bow first

Considerable ballast shifting was required to slide the ship, bow first, through the newly dredged channel and off to a new life in her original homeport. She departed Douglas on 28 May, 2012 and arrived at McNicoll to another large welcoming party on 23 June 2012. During the lakes portion of the trip she was towed stern first. On the way home, she stopped at Saugatuck for some initial maintenance, then to Mackinaw for a short lay-over, then to McNicoll. She should currently be open to the public at McNicoll. Not to be left out, Douglas is expecting to participate in lake tours on somewhat smaller, but much newer tour ship, the 257' Yorktown of Travel Dynamics International.

The Yorktown tours the great lakes rather extensively, including Douglas and Saugatuck. - Bill Hamelink



Back home under Canadian flag again

Special Thanks...To members that contributed their time & talents to this issue: Bill Hamelink, Bill Uhl, John Bertelsen, Larry Wheeler, & Dale Johnson

38th Annual Midwestern Model Ships and Boats Contest & Display

Friday-Sunday, May 16-18, 2014 Manitowoc, Wisconsin
 Modelers from the United States and Canada will fill the museum's Riverview Room with exquisite models for the weekend. A modelers' symposium, roundtable, and outdoor r/c model pond, and banquet are all part of the festivities. Visitors can even vote for their favorite model!

Modelers who are interested in participating can download all registration materials.
 For answers to your questions, call Wendy toll free at 866-724-2356 x 115 or email wlutzke@wisconsinmaritime.org.

AT THE FEBRUARY MEETING

Dave Bros presented a very interesting discussion on Adhesive and Clamping Devices. We all need to be reminded of the precautions and dangers of mishandling the wide spectrum of adhesives on the market. I have seen his presentation two times over the past years as a member, and have gained a greater respect of these chemicals because of Dave.



Dave Petrich presented his latest modifications to his Chris Craft boat and his RC goose



Dave Bros presentation

A Reminder.. Club membership dues for 2014 are required to keep the newsletter coming to your mail. If you have not already paid, please do so now. Also include any changes to your e-mail contact information so we can contact you between newsletters.



EDINA MODEL YACHT CLUB

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



MARCH MEETING

TUESDAY, MARCH 18, 2014 7:00 P.M.
CENTENNIAL LAKES GARAGE BAND ROOM

AGENDA:

- John Eresmann will be presenting weathering techniques.
- Show and Tell of Boat Projects

Special Interest Contacts:

Scale Boating:

To Be Determined (Anybody Interested?)

Sail Boating:

Tony Johnson [REDACTED]

Fast Electric:

Dan Proulx [REDACTED]

2014 Board Members

Commodore: John Bertelsen [REDACTED]
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The Edina Model Yacht Club Sail & Scale Newsletter is published monthly except for December.

Newsletter Editor: Todd Moen [REDACTED]

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Please send articles by email to:

[REDACTED]
Deadline for articles to be considered for the April publication will be Friday March 28, 2014

