

# EDINA MODEL YACHT CLUB

## SAIL & SCALE NEWSLETTER

MAY 2014

VOLUME 23, NUMBER 5

### Now Appearing - New Boats & Modifications!

By Todd Moen

The recent Spring thaw brought out new members with new boats and revisions to familiar boats from existing members. Here is a first look at these boats. (continued on page 4)



New member, Tom Jacobson, owner of a WW1 submarine chaser. More on this boat in a future issue.

### SCHEDULE OF EVENTS:

**Open Boating every Tuesday and Thursday 5:00 - 9:00 p.m. & every Sunday 4:30 - 9:00 p.m.**

May 20, Tuesday	.....7:00 p.m- 9:00 p.m.	.....Membership Meeting
June 8, Sunday	.....9:00 a.m- 5:00 p.m.	.....Parade Of Boats Event
June 14, Saturday	.....10:00 a.m.-9:00 p.m	.....Summerfest Event - Long Lake, Minn.
June 17, Tuesday	.....8:00 p.m- 9:30 p.m.	.....Membership Meeting

## COMMODORE'S CORNER



**By John Bertelsen**

**F**INALLY, the ponds are open for business!!! I like winter, but it is always too long, and this

year was an eternity. So out with the spray can of Plexus (the best plastic polish I have ever found - works well on paint too) for a quick clean up and polish of the ODOM and down to the ponds to get the barnacles off of the sailing technique. One of the aspects of the club I appreciate perhaps the most is that sitting at the side of the pond is the only time I don't feel like I have to be doing something "constructive". The dogs also missed hanging with the guys and attention from the gals. I managed to be distracted twice and stuck the keel into the opposite bank at the golf links. No problem, the wind will shift and it will float off, or Curt will send one of his Navy boats to the rescue - or not, doesn't really matter. Sunny day, light breeze, sail if you want to, where would you rather be?

Thanks to Dave Bros for his second presentation this year, this time on sanding techniques, tools and materials, and to Paul Olsen for dazzling the group with the description of how to create a mould for a hull. Paul just whipped up a hull so he

could do the show and tell - amazing as always. The pros always make it look so easy. May's meeting will have a traditional presentation relating to sailing, this time by Tony Johnson and Joe Steele. Come find out more of what you don't know about sailing. Also, remember that this is the last meeting at 7 pm. The next three shift to summer hours starting at 8 pm. --John Bertelsen

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**5260 Independence Street - Maple Plain, Minn**

## In Memory Of David Wuest by Todd Moen & Dick Dahlquist

**D**ave loved boats. He always had many stories of his experiences after serving in the United States Navy Construction Battalion (Seabee) days in Vietnam, his many years at Johnson Boat Works building sailboats for racing, and in his spare time, building miniature boats for his kids to pilot and ride at the family cabin. He was also very active with the Sea Scouts while his three sons were growing up.

During recent years, he went from building and flying RC planes to building RC boats and became a member of the yacht club. He really enjoyed pulling out his old photos and sharing the many memories that he had during the later part of his life.

Shown below are photos of one of the boats he built for his kids called the "Squirt".

Weighing only 75 pounds and measuring 8' 3" long and 38" wide, the "Squirt" has the capacity of four adults. The miniature watercraft started as an idea of building a rowboat for his kids. He constructed the fiberglass hull and adding a windshield, a



**Dave and his sons out on the lake with the boat "Squirt"**

steering system and an electric trolling motor. A removable cabin was then added. The sister boat was then created called the "Chipmunk Hollow Launch" and was based on the same hull design. Both these boats have running lights, an airhorn and a CB radio. These boats are still in existence and now part of his surviving family's treasures.

During the past year leading up to his death on April 9 (age 67), Dave was suffering with very painful symptoms of Parkinson's Disease and was not able to be down at Centennial Lakes. After some encouragement by Todd and assisting him with his wheelchair mobility, he was able to display his boat one last time and be part of the 2013 Parade Of Boats. I will really miss Dave's presence in my life. We spent many hours sharing our love for boats, calliope music and bluegrass music. It is of some comfort to know his suffering is over, and if there is a harbor in heaven, he will surely be there on a boat, soaring spirit smiling. - Todd Moen

# New Boats & Modifications! (cont.)



Paul Olsen COMPLETELY rennovated Julia Moen's boat!



Jim Zipf's new water cannons - on a PT boat..



New member Bob Jacobson's WW2 1942 US Army Tugboat. - All photos by Todd Moen

## Answers to the March Nautical Know-It-All

1. When you "take on bunkers" you are taking on fuel for the ship. It is most likely a hold over from the days of coal fuel when the coal was stored in actual bunkers.
2. When you are informed you are "running black" the mate would be letting you know that you have a black stack indicating too rich a fuel to air ratio. A little more air should clear that right up.
3. A shaft alley is where the thrust Bearing takes the "thrust" of the propeller and helps transmit some of the force throughout the ship's hull. It is normally located where the propeller shaft goes from the reduction gear to the propeller.
4. As a Second Engineer on your Steamer you have the responsibility of Cleaning the Lube Oil Purifier .
5. The term "Black Gang" refers to shipboard workers who work in the Engine Department. An AB, or Able Bodied Seaman works in the Deck Department, not the Engine Department.
6. When you are contacted to make a change in Engine Speed, the Engine Order Telegraph is the official way for the Deck Officer of the Watch to let you know he wants to change the speed of the ship. He will know that you are making the move when you Match his signal on the EOT. This is known as "answering a bell".
7. The Safety Valve should lift and relieve pressure to an acceptable level until you can get fuel under control. If the Safety valve does not lift and the pressure keeps rising, then you should run because there COULD be a big explosion - from the overpressurization of the boiler.
8. The Astern Guarding Valve must be Open to allow steam into the Astern Element of the Main Engine.

## At the March Meeting

Paul Olsen demonstrated the fine arts of creating a hull mold and the step by step process of creating a boat hull. Paul is a master of this process and we are very fortunate to have him share his expertise . - Thanks Paul!



Dave Bros demonstrated the nitty gritty of final sanding and wood preparation before the final boat finish. Thank you Dave for your sanding secrets!



BUILDER'S CORNER

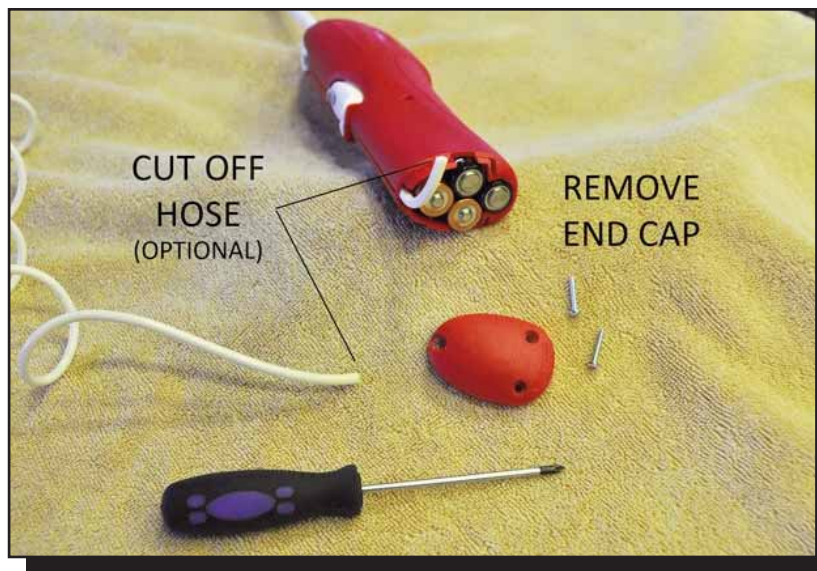
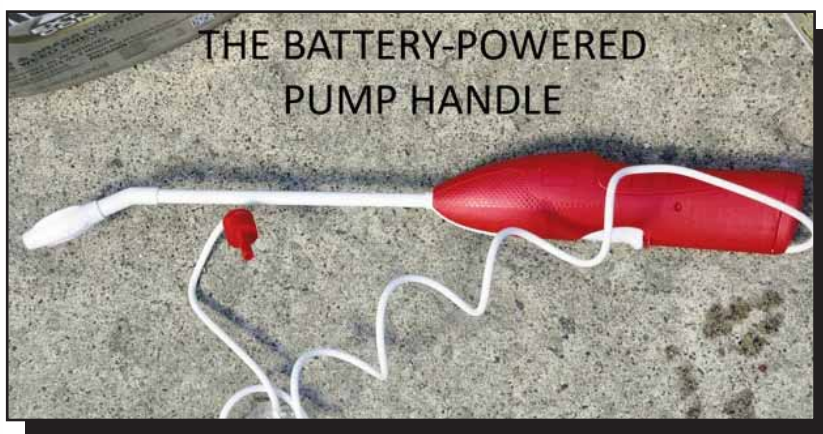
A FREE PUMP FOR YOUR BOAT!

by Dan Lewandowski

If you need a bilge pump or fire monitor pump for your boat, consider this free diamond in-the rough.

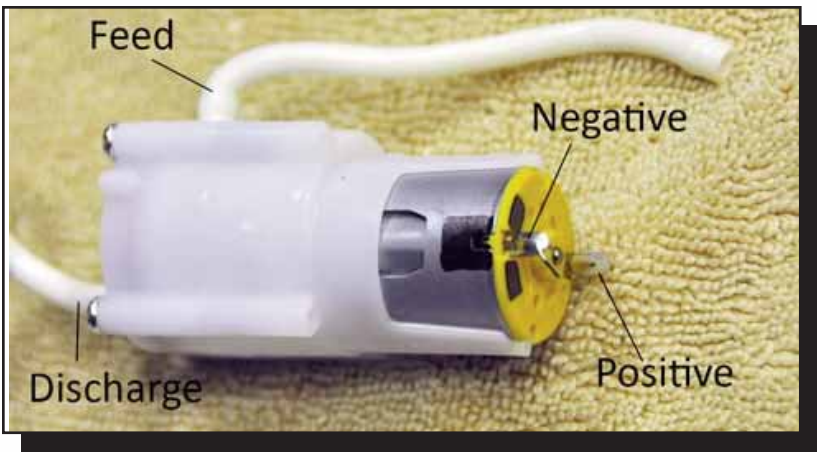
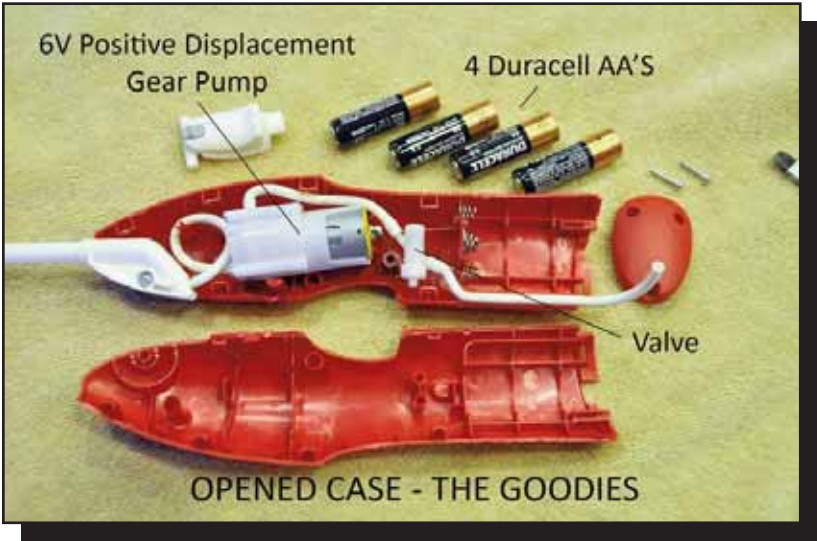
If you use spray products around the house and garden - for weeds, bugs, to repel deer, etc. - you probably have used one of the products shown in the picture. They have a convenient battery operated spray wand that works great. The products are sold for one-time use only, but don't throw the container! (The containers can be re-filled, but, for example, re-fill concentrate for the Ortho Home Defense product is no longer even sold.) The bonus is that there is a great little pump and four Duracell AA batteries that can be salvaged from the spray handle and used in your boat models.

The pictures show how to remove the pump. In a test, the pump sprayed more than two cups per minute at 6.4VDC. That is plenty of bilge pump capacity to take care of any water taken on, short of a catastrophe. The pump motor can likely take up to a 9VDC maximum with no problem, giving even a higher flow rate. Note the motor polarity. The picture shows the negative terminal marked for clarity. I'm testing this pump in a submarine ballast system, and it works well in both directions, but likely works best



using the designed polarity. (Continued on Page 7)

**BUILDER'S CORNER (CONT.)**



**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.

**Special Thanks...**To members that contributed their time & talents to this issue: Dan Lewandowski, John Bertelsen, Dick Dahlquist, Larry Wheeler, & Dale Johnson

As a fire monitor pump, use a strainer on the water intake to keep particulates out of the pump gears.

Keep the water intake tubing short, and use larger diameter tubing than that supplied with the pump handle. Restricted intake can cut the pump capacity significantly.

This pump is perfect for a bilge pump. I'll cover making a super-simple, low-cost, no-solder, water sensing circuit and a simple way to mount the pump and circuit in another article. Hope you enjoy the free pump. -Dan Lewadowski



**NEW EMYC MEMBER**



**Please welcome Tom Jacobson**



**EDINA MODEL YACHT CLUB**

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



## FEBRUARY MEETING

TUESDAY, MAY 20, 2014 7:00 P.M.  
CENTENNIAL LAKES GARAGE BAND ROOM

### AGENDA:

- Tony Johnson & Joe Steele Sailing Presentation
- Parade Of Boats Planning

### Special Interest Contacts:

#### Scale Boating:

To Be Determined (Anybody Interested?)

#### Sail Boating:

Tony Johnson [REDACTED]

#### Fast Electric:

Dan Proulx [REDACTED]

## 2014 Board Members

- Commodore: [REDACTED]
- Vice Commodore: [REDACTED]
- Vice Commodore: [REDACTED]
- Vice Commodore: [REDACTED]
- Vice Commodore: [REDACTED]

Secretary: To Be Determined

Treasurer: Larry Wheeler [REDACTED]

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

Newsletter Editor: Todd Moen

Webmaster: Dale Johnson

Please send articles by email to:

[REDACTED]  
Deadline for articles to be considered for the March publication will be Friday May 30, 2014