

Edina
Model
Yacht
Club



**7499 FRANCE AVENUE SOUTH
EDINA, MN 55435**

April Membership Meeting, News and Other Things

We held our fourth zoom meeting and it was the best yet! Some news and other discussion, and an excellent show and tell.

In the news

We performed a cage cleanout on April 10th, and an excellent job was done by all. It took a group effort as none of us are very good at throwing things away. We can all come up with reasons to not throw something away, but we managed to overcome those emotions and the results were excellent. As my wife Terry says: “it takes courage to throw things away, and when you have the courage you have to act on it as it goes away quickly”. We started slow but soon gained in group courage and the results speak for themselves:



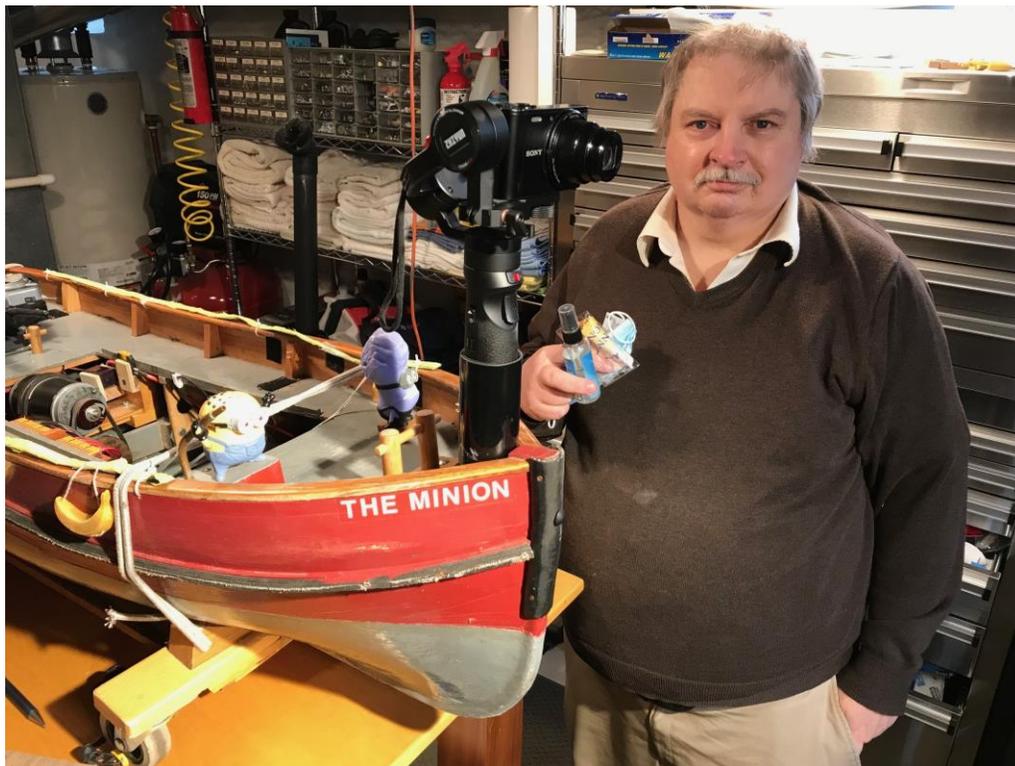


And while the sorting and tossing were going on the Pelican (all cleaned up in the previous pictures) was getting a good scrubbing by Ed Janiga and Mike Corbett before they installed the seats that were restored by Ken Goewey:



The Pelican is now ready for sale.

Todd Moen is very happy that the Minion boat now has a stabilizing gimbal to keep the camera on the level. It was installed as part of two weeks of dry dock maintenance at John Bishop's house:



The gimbal was put straight to work with the last-minute organized Saturday, April 17th, photo shoot for this year's club poster. John Bishop was again the prime factor in getting photos, selecting the photo for the poster, crafting the verbiage and putting the poster together. The poster was to feature Paul Olsen's incredible two masted Schooner. Then we thought why not try to get one of Paul's famous Marblehead boats in the same photo. A big order to be sure, but John really knocked this one out of the park. I am always impressed with the poster but I think this one is going to be my favorite:



That is a stunning photograph of two stunning boats. The blue Marblehead was originally owned by Miki Kirihara, then Larry Wheeler, now on display at my home. Count yourself very fortunate indeed to have any of the boats built by the premier craftsmen of the club. These are boats to be cherished and handed down.

Can't leave the two masted Schooner just yet as we need to appreciate some of the amazing details of the boat:



Stunning really isn't adequate to describe this boat and it takes more than a casual viewing to take in all that Paul has built. All this before you look below deck and then your mouth will fall further open at the electronics, routing of the lines for the sails

and that this boat is also equipped with a motor just in case the wind dies out and you need to get back to shore.

Lastly, the Woody (from Toy Story) rowing boat, recently traveled from Joe Steele's house to Todd Moen's, is also under restoration at John Bishop's home. Would you be surprised to learn it will soon be part of the eclectic collection at the Moen house along with the Minion and the Gravy Boat. More on Woody later after dry dock. Here is the Gravy Boat:



What!?!? Can't see the resemblance to the Schooner??? Both were built by Paul Olsen. The Gravy boat started out as a concept on a napkin by Todd, and Paul just ran with it totally from scratch and essentially free handed. There are two motors, and two rudders under that boat, and not much of a keel, so that last time it was out on a windy day there was no controlling it as the burlap sail really catches the wind!

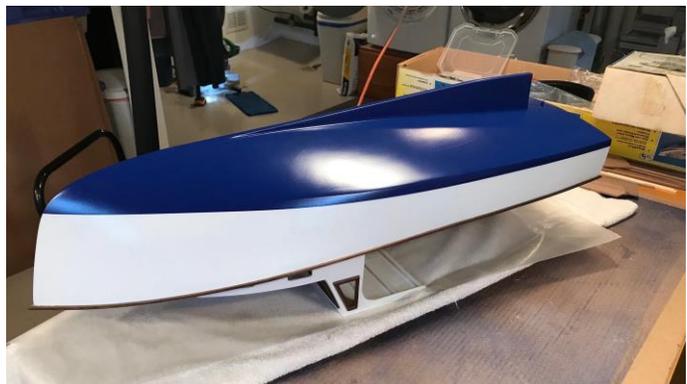
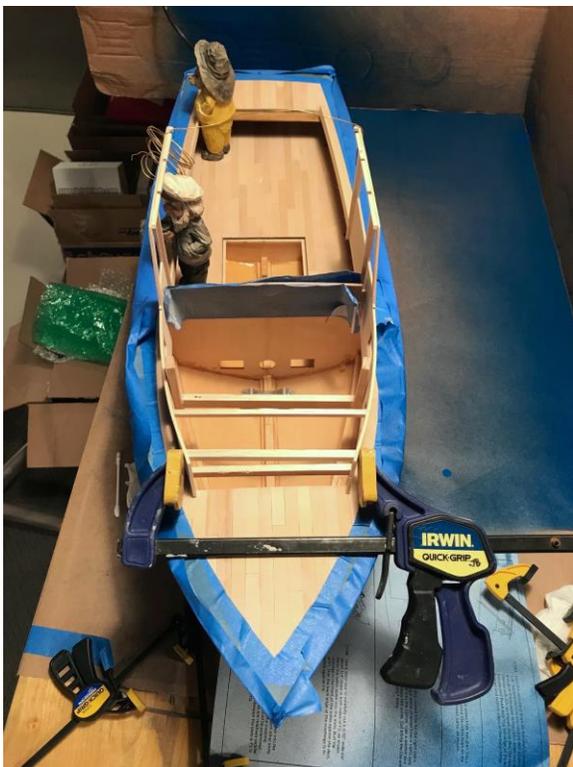
The zoom meeting had a very special presentation by John Bishop on the construction of a lobster boat. One of the very best presentations that we have ever seen at a club meeting. John put together a narrative of the presentation for those that could not attend:

Lobster Boat

One of the many things I have enjoyed about our club over the years is being able to see the variety that exists with manufactured model boat kits. Two of my favorites have been the Dumas Lord Nelson Victory Tug and Midwest Products Boothbay Lobster

Boat. I like the look, size, weight, and running quality of these two boats. I own both kits. The Midwest Products Boothbay Lobster Boat is 30" in length, 10" beam, 1:12 (1"=1') or basically dollhouse scale. During my leave of absence from work for 11 months, I decided to make the push and complete the lobster boat. Years ago I had begun work on the hull, cabin, and pilot house but had set it aside to do other things. In February of this year, I felt like the timing was right to become dedicated with this project. I knew that if I looked at the project as small little assemblies each and every day, and could complete them one at a time, I could finish the build in a few months. Since I had the hull built up and glassed, and top deck in place already, it was time to work on the finishes. Painting: I prepped bare wood surfaces by following advice from a basswood wood carver on the internet. The first coat was a 50/50 mix of oil-based clear polyurethane and denatured alcohol. The second coat was an 80/20 mix of poly/alcohol. This allowed the wood grain to become saturated and nicely sealed. From there, I primed all surfaces with a good quality automotive primer from a spray can. I then sprayed multiple coats of Duplicolor Cloud White automotive paint. This paint really went on well. My below-the-water-line Ink Blue Rustoleum rattle can spray paint gave me days and days of problems. I had followed the instructions but it seems as though I needed more drying time than what was listed. Frustrating to say the least. My advice in painting: don't rush, don't take shortcuts, follow instructions, keep paint products compatible, keep coats thin, and allow for drying times that are well beyond what is recommended. The biggest variable in painting (I believe) is the drying time. If things haven't fully dried and cured, the solvents within the fresh paint will attack the uncured underlying paint layer and reveal itself as a cracking and checking finished surface. When I finally had base colors that were complete, I cleared with multiple coats of Rustoleum Satin Clear Coat. Even though this is an inexpensive product the results are very good. Main Decking: I planked the top deck with very thin basswood strips from Hub Hobby. I used Titebond III waterproof wood glue. It doesn't get any better than this product. Solid and secure, and you'll never have to worry about separation. Just wipe up the excess glue with a damp to wet rag so you leave the bare wood ready to accept stain. I stained the top deck with General Finishes Antique Walnut oil-based Gel Stain from Rockler (or WoodCraft) woodworking stores. One simple wipe on/wipe off is all it needed. I followed up with multiple coats of Minwax oil-based Satin Polyurethane. I like oil based products for our water prone environments. Trim: I bypassed most of the trim from the kit in favor of more trim from Hub Hobby. All of the trim for the boat-windows, hatches, grab rails, siding, etc. - were from walnut strips. A few coats of clear poly sealed and brought the wood to life. Windows: I made the windows from clear Lexan, about 1/8" thickness, sourced from Home Depot. I secured the windows and trim with clear 5 minute epoxy. In the past I've had disappointing results trying to use CA around clear plastic. CA typically fogs clear plastic permanently, and it can't be cleaned to become clear again. CA is great, just not in the neighborhood of clear plastic. A word about epoxy. I love this stuff. I use a lot of epoxy for all kinds of things. I have both clear 5 minute and clear 30 minute set time formulas. 5 minute is great for quick setting, 30 minute is better for positioning things over time. I also use a lot of JB Weld epoxy. It mixes 50/50, black and white compounds, to form gray. I think I single handedly keep these epoxy companies in business. Heating epoxy will accelerate the set time, cooling epoxy will delay the set time. Epoxy will, over time, become one of your favorites in building

model boats. Brass: I fabricated many components for the boat using brass. Running lights, life ring mounts, antenna brackets, skeg, rudder, smoke stack, and lobster pot hauling hardware were all fabricated using brass. It's a relatively soft metal and can be formed and shaped nicely using simple tools. Electronics: I'm using an old Ace Nautical Commander radio for this boat. The Lobster boat is a basic three channel operation-throttle, rudder, and an electronic switch to turn a spot light on and off. The R/C electronic switch is from Battleship and is a simple on/off functioning circuit that handles up to 10 amps. It's one of the best on/off switches I've found to turn model boat components on and off remotely. Two 3000 mah NiMh (5) cell batteries are wired in series to provide 12 volts of DC power to run the entire system. There's a small step down transformer that takes the system's 12 volts and regulates it to a consistent 11.5 volts to power red and green nav lights, cockpit lighting, aft deck work lighting, a flickering amber captain's pipe LED, and a flickering yellow fisherman's lantern LED. As the main system voltage can fluctuate a bit, the step down transformer provides a pure, regulated, and consistent voltage output based on what you have set: this way the lighting intensity stays consistent during the run. I buy these on eBay for around \$5 each and they work great. Electronics are always my favorite part of a build. Overall: I've tried to load up the boat with the feeling of a real working Maine lobster fishing boat. The fun part of adding detail takes time, usually collecting things over the years and finally adding them to a project as it nears its completion. I am waiting for a few more parts to arrive from Cornwall Model Boats in England which should complete the build. What I have learned in building over time is to enjoy the process and to not get caught up in trying to make everything perfect. You'll get to a point where something is about 90% there and that's simply good enough. You need to continue on in order to arrive at a finished product. I'm very happy with this build. It's a nice model boat and I'll bring it to our main events so others will be able to see it up close. Thanks for reading - John Bishop





Details abound, but notice the glow in the pipe bowl above right. There is a dimmed down LED in the bowl to create the affect.



One of the great features we have seen from several builders is the attention to the display stand:



The presentation was a demonstration of how zoom can be done effectively. Quite comprehensive, detailed and impressive in many ways. A huge thanks for all that John Bishop contributes to the club. I think we can call this newsletter the John Bishop issue.

The retirement party for Tom Shirley, long, long, term manager of Centennial Lakes Park, was held on April 28th at Braemar Golf Course. The club gave Tom a card of congratulations and thanks for all the years of support, signed by several club members, and a \$220.00 gift card funded by donations.



Left to right: Tom Shirley, his wife Eileen, Todd Moen, Dick Walker, John Bertelsen. Not shown is John Bishop and his wife Jamie who arrived after the photo was taken. Nice man, nice party, great weather, great friend of the club. At the party I had a very nice conversation with Laura Fulton, the assistant park manager. We discussed the upcoming year and I am very happy to tell you that the park staff is fully planning on holding all events this year, and have started to take reservations for the Hughes Pavilion. The events include the Parade, Light House Night #1 with the Sousa Band Concert, and Light House Night #2 with the Art Festival. I am also really pleased to inform you that the farmers market is on this year, and that the City has increased capacity of the rooms to 50%! All that made for a great party and we wish Tom a very happy retirement. It was reported that we should be seeing him at the ponds this summer too when he can just enjoy being at the park without the responsibilities. The increased capacity means that I would like to start having the membership meetings in person in the band practice room starting with the May meeting. At 50% capacity we can have 18 people in the room, which should be adequate, and we will also be

zooming from the room. Thus we enter into yet another phase of zoom presentations, so once again your patience, and your comments, will be appreciated as we work to make the zoom in-person meetings a plus for the club.

I mentioned at the zoom meeting that Dorothy Zimmerman had a friend, Gerry, who volunteers at the Presbyterian Home on Lake Minnetonka in Spring Park. Gerry had discovered three RC sail boats stored behind a cover, under one of the work benches in the wood shop. Dorothy kindly gave him my email to help bring the boats back to life. After some exchanges Gerry sent some pictures:



Boat #1



Boat #2



Boat #3



Radios

Did they have the sails? Yes they apparently did. So off to see what they had and clearly the condition of the sails would determine if any boat was salvageable, along with the condition of the electronics. What were the chances? Well it turned out the chances were pretty good!! That is except for Boat #3 which did not have sails at all. This boat is best left as a diorama or some sort of static display for someone that cared to fashion some sails, and mast, and booms, and, and, and..... Too much work for me to restore. But for #1 and #2 the sails were actually complete, and shockingly the electronics for both boats all worked!! Except, that is, for the AA batteries left in the

boats which were corroded and complete toast. #1 “Stars and Stripes” is a substantial boat and I have great hopes it will be a good sailer. #2 is the hobby store special “Paradise” that I can’t imagine will sail anything close to good, but it might be adequate.

Re-rigged and cleaned up:



Any information on this boat would be welcomed. Also, it is in need of a stand. The one in the picture is from my Fairwind, and with the short keel it will not need much of a stand. If you have an extra you would like to donate it would be appreciated. This seems to be a nice boat so your donation would be to a good cause.



This boat is real plastic-y, and to get the sails to operate together correctly was a trick, but it does function well on the stand, on the water is going to be something else I am afraid. Oh well, at least it would make a nice display somewhere. I have not been able to connect back up with Gerry to meet him back at the Presbyterian Homes to try them on the lake (the facility has shore land!), so I will report back later on how these boats functioned on the water.

Now that we are getting into the boating season I want to encourage you to join the EMYC google group forum. The forum is to let people know what is going on at the ponds and for general communication in the club - looking for help, looking to

purchase or sell, letting people know you are heading down to the ponds, anything at all. To be a member contact Gary Tschautscher.

Lastly, I apologize for the lateness of this newsletter. It has been a perfect storm around the house, and at the office. The office got a new server, with the expected startup problems associated with new computer equipment and worse yet new server software, the latest available, trying to interface with Windows 7 on my office computers. Nothing has been going well, including email which was not working at all for a while. So if you have tried to email me I probably didn't get it. Just another thing to get through, and the perfect application of my favorite Bible verse: and it came to pass...

See you at the ponds, when the weather stays warm for a few hours, or the wind isn't blowing too hard!! Spring is here! And remember, in-person meetings start with the May meeting.

John Bertelsen
Commodore
Edina Model Yacht Club

