

EDINA MODEL YACHT CLUB

SAIL & SCALE

NEWSLETTER

January 2022 Membership Meeting, News and Other Things

Here we are in a great place of anticipation for what the new year will bring. I am not much of a New Year's Eve person but I am certainly looking forward to 2022. A much better wind is blowing and I think I can promise you that this year will be an excellent year to be a member of the EMYC.

So what have people been up to this winter? Kevin Kavaney has been hard at work on a new monster soaring plane. A consummate builder of airplanes and boats, as documented in past newsletters, work is progressing on the latest. One wing is approaching a point of significant build:



Kevin says: "3 yards of sand paper later....working with this plywood is really different than anything I have done before....About 60 hours into this right one...I think the Left one will go quicker as I learned a few things on the right one....This gives you a sense of size....40% of a real 1-26, which were actually a pretty small full scale sail plane from Germany...."

But all is not peaches and cream in the basement workshop at the Kavaney home. Kevin's girls always pilot the larger craft and they are already fighting amongst themselves as to who will pilot this one when it is done.



The girls.....

Pick your favorite, I am staying out of this one.

Checking In

The club got a very nice Christmas card and letter from Miss Linda, Captain David Robb's wife, with and update on their activities in 2021. They really get around! From the letter:

- May visit to Cutts and Case Ship and Yacht yard in Oxford, Maryland.
- June in Minneapolis for an awards ceremony for 99 year old fellow captain Bill Carlson.
- July in Knoxville to board the 100 foot Volunteer Princess that is the sister ship to Paradise Lady that they were married on.
- Thanksgiving in Albany, Louisiana.
- December in Chicago to see their sons and where David participated in the International Shipmaster's Honor Guard give away of 1200 Christmas trees.

That is what I call retirement! David and Linda live in Buchanan, Tennessee. Let me know if you would like to read the entire letter.

30 Years Ago

Steve Rusk was the Commodore and the club had about 50 members. Here are some of the items in the newsletter:

- The origin of the EMYC logo that I use at the end of the newsletter was explained as being created by Walter Bieger, with help from others, and Walter's industrial design firm.
- Park Manager Bill Bach wrote that he praised the interest and enthusiasm that has been generated by one of the most unique recreational opportunities this area has experienced for a long time. It all started with 5 rental boats and quickly evolved into the EMYC.
- Ralph Peter wrote an article of considerations for buying a boat to build and race. Recommended boats were: 36/3600, Marblehead 50/800, and East Coast 12 Meter.

For the complete newsletter go to: http://emyc.org/NewsLetters/92_NewsletterJanWeb.pdf

At The Meeting

We had a great first meeting at the maintenance garage building, the usual meeting room. More on that later. We also zoomed this meeting and as we have experienced in the past we had an issue. The Wi-Fi connection was not consistent so that the zoom participants had an interrupted experience. We will be working with the City/park to see what we can resolve to make sure that we can at least have a strong and continuous connection to Wi-Fi. I will report on that progress with the notice of the next meeting.

The first meeting always includes a brief summary of the Board meeting that is held just in advance of the first membership meeting. This is an important preface to the year as it lays out the basic framework of all the year's activities. Here is a further condensed version of the summarized meeting minutes that was presented at the membership meeting:

- **Treasurer's Report:** We have just over \$4,000.00 in our bank account. This allows us to have some discretionary expenditures to benefit the club. Last year we had income from membership dues of \$1,430, plus the sale of boats donated to the club and the sale of the Pelican boat. The major expense is the Dry Dock Party of \$1,343, which you can see pretty much equals the income from dues. Remember we did not have a party in 2020 which accounts for a good chunk of the balance in our account.
- **Promotion:**
 - Take a new look at the business card sized hand out that we looked at a few years ago.
 - Take a new look at the feather banner we looked at a few years ago and get one ordered up.



- This year we will be celebrating the club's 30th anniversary. The club was actually started in 1991 and incorporated as a non-profit organization in 1992 so that we are technically off by one year in celebrating the 30th, but last year was not a good year to celebrate so we are taking the liberty of doing so this year. We should also note that we were one year off in celebrating the 25th so it will be up to the Commodore in 2026 to rectify the situation and get back on track with the 35th anniversary. Found in the hall closet in the pavilion:



Actually there were two of them and by updating the anniversary year and dates they will be very nice for the 30th.

- Website: Make a direct link to the Parade of Boats and Light House Nights to make it easier for visitors to the site to get that information easily. (Done)
- Newsletter:
 - Continue the series on members' workshops.
 - Include a new item for "30 Years Ago" with a link to the archives on the website. (note that all newsletters are on the website now - great work by David Petrich the site master!)
- Events Calendar:
 - The spring breakfast and Three Pond Races are back on the schedule on April 30th. We will not be doing a spring sale of boats until the Parade of Boats in June because we can only have the pavilion for the breakfast until noon.
 - We have been looking for a new off-site event to participate in and advertise the club, and we hit the jackpot! I got a call from Al Lundquist who is the President of the Land-O-Lakes Classic Boat Club and he would like to have us participate in the Lake Minnetonka Boat Show on September 10th at Lord Fletcher's. Rob Segal and I will meet with Al in the spring to look over a place for us to set up and see if getting boats on the water is possible. Al also informed me that they are trying to find someone to head up the White Bear Lake Classic and Vintage boat show so that we can hope to be part of that show in the future as well.
- Dry Dock Party: We received all good comments on last year's party and anticipate the exact same program for this year. The afternoon time for the party got 100% approval so we will continue with that in the future.

- Other discussion:
 - We received a draft of the proposal for pond boating rules from the Park Management. These rules were reviewed by the Board committee and we have provided our comments back to Tiffany and Chris in the park offices. The board noted that they are very pleased to be working with the park management on these rules and expressed their gratitude for the many things that we have been working on with Tiffany and Chris to bring the presence of the club at Centennial Lakes up to date. We are very fortunate to have such a beautiful park environment and such wonderful new park management that are willing to work with us to keep the club so successful.
 - One very important item to clarify is that of insurance. It has been the impression that since the club received a huge amount of support from the City for the initial creation of the club, and has always received an enormous amount of support from the City, and the park management in particular, that the club fell under the umbrella of City liability insurance. This is completely not the case. There is nothing provided or implied in the way of insurance from the City. Gary Tschautscher looked into club insurance in two ways. Through the AMYA and an independent insurance company. The AMYA is a sailing organization and therefore would not cover most of the club activities. Through an independent consultant Gary was informed that a person's home owners insurance always takes first place in any situation where insurance comes into play. This is true for club members and non-members, club functions or not a club function. The final recommendation was that unless the City requires the club to obtain liability insurance we should not obtain it. Your home owners insurance was and remains your only source of liability insurance.

- We are working on PayPal for paying membership dues and otherwise conveying money to the club. This will take a bit to investigate for a non-profit organization so continue to pay for your dues with cash or check until we get this in place.
- The previous newsletters included the members representing different areas and responsibilities in the club. Years ago the entire membership list complete with contact information was published with the newsletter. We will reinstate the members with specific responsibilities but contact by email or phone will be through the Commodore.
- We are actively looking for someone to take over the Commodore leadership role for the club in 2023. I will continue as editor of the newsletter.

We had great show and tell after the board meeting update. I started it off with steel line that I used to replace a broken line on my Fairwind:



This line is from afwfishing.com. The line comes in various test strengths, colors and flexibilities. The above line is 1 x 7, meaning one strand comprised of seven wires. Not super stiff, not super flexible. More flexible than say steel safety line. The packets above are the sleeves that secure the line, and like the line are colored black, or clear coated steel/ bright line. Other varieties are 19 stranded (1 x 19) and 49 stranded (7 x 7). The 19 and 49 strands are so flexible that you can tie regular knots, and the 49 strand is compared to mono filament fishing line. I chose the test strength based on the O.D. rather than the actual strength. The website tells you what number sleeve to use with the test line. The sleeve is simply clamped tight over the line to complete the attachment. Gary Tschautscher has used the 19 strand line with great results. Start with passing the line through the sleeve, then the line goes through an eye or whatever you are attaching to, back the opposite way through the sleeve, turn the line 180 degrees and go back through the sleeve in the original direction. Now tighten the loops as you like and clamp the sleeve tight with vice grips or the dedicated tool. This is the website and youtube way that I found. Gary has a better way that I wish I had done: same through the sleeve, then through the eye, back the opposite way through the sleeve - but this time loop the line around the outside of the sleeve and back up through the sleeve and then clamp shut. Works great and is very easy.

The next presentation by Rob Segal represents one of my favorite moments in the shop. Who hasn't done auto, motorcycle repair without quickly coming up on a special tool? When you can fabricate your own that is a special moment. Here Rob shows the special tool he used to trim hull planks to varying widths:



The jig is a “U” shaped aluminum channel with a flat aluminum bar between. The thumb screws press against the bar which presses the plank against the opposite side of the channel. The width of the plank is delineated by blue tape which Rob finds easier to see in the jig, and there are three different plank widths on this piece, each end and the middle. Tighten the screws at one point, bend the plank to the other widths and tighten the corresponding screws. Next trim down close to the channel with a small block plane and sand to perfection:



Super, super slick. This jig is the improved version of the original jig, and how will the next version be better? Rob says it will be longer for longer planks. Very cool!!

In Memoriam

As good as the new year promises to be, we will be entering the year minus two significant and long term members of the club.

Bill Uhl



On vacation - on a boat!



Man of many types of boats

Bill Uhl passed away December 9th, and is one of the builders in the club that helped define the club on the water with his iconic boat building style. Bill built probably the most recognized boat in the club, the Minion boat, piloted by Todd Moen. It was always a great trip to the ponds when you got there and there was Bill with one of his sturdy built boats, all of which were built with his favorite giant motor from Axe Man. An incredibly nice, soft spoken man. I always sat down next to Bill to say hi and listen to stories about life and his work at Northwest Airlines. John Bishop said of Bill "What a great guy; kind, caring, and compassionate. Some of the best people I have met have come from this club, he was one of them."

Here are just a few of Bill's boats:



Swedish Ferry



Minion from the Parade Poster



Schooner



PT



Tug



Sailboat (- still needs a home)

Bill told me he didn't like the details in a build. Once the boat was basically finished and on the water he was not enthusiastic about adding the details. I don't know about you but on his boats I don't detect anything is missing. And what an impressive diversity of boats! Not shown is the aircraft carrier which was not quite complete as was the sub in the photo at the membership meeting. Bill's boats are of the heirloom quality that if you are lucky enough to have obtained one they are yours only as a conservator, and are meant to be passed down in your family or at least to be kept in the club. I was fortunate to be granted the honor of being curator of the Swedish Ferry, which Bill built at the request of his wife, Brigitta, who is Swedish. Bill built the boat from photos of Swedish ferry boats using some of this and some of that from the boats. I will always think of Bill and Brigitta when I see the boat on display in our home. Bill leaves a big void in the club that will not be filled anytime soon.

Larry Wheeler



Larry and his beloved ODOM Ready to race



Low water on the north pond



Reading the rules?

Larry Wheeler passed away on January 22nd after a long battle with cancer. Larry was an avid ODOM racer, long term treasurer and member of the club, and one heck of a delightful man and sportsman. He was also a model builder of some note who kind of went without notice. At a point Larry called me and said he needed to find homes for his boats. Arriving at his home we went in the basement and the boats I knew about were all there. You may remember a swamp boat powered by an airplane motor and propeller that Larry built from scratch. It took him quite a while to fine tune it and it ran really nice. I asked Larry where it was and he said he got tired of it and salvaged parts and scrapped the rest. That was Larry. His family knows him as someone that would make up his mind and that was that, it happened NOW! Terry Mackey tells of a story where the guys were off to race ODOM's in Wisconsin. They had directions to the pond but it was hard to find. Larry got to a point where he was frustrated and didn't call for help, just went home! Here are some remembrances from the ODOM group:

Jim McKie - Larry was a very great person. After meeting him at the center pond "by chance", he encouraged me to seek you guys out and start sailing with you.

Gary Tschautscher - I had so many enjoyable sailing days with him. Our conversations went well beyond sailing and I have so many good memories. Larry always made our boating events and the occasional beer at Fuddrucker's more special for me!

Tom Weigel - Gary, so good that you have this picture of our great friend and sailor... (see photo below)



Rescue at Smith Pond



Larry and Joyce in a favorite place

John Bertelsen
Commodore
Edina Model Yacht Club

www.emyc.org



Vice Commodores: Gary Tschautscher, Tim Crain, Rob Segal
Treasurer and Membership: Julia Moen
Sailboats: Tony Johnson
Scale Modeling: Kevin Waldo
Fast Electrics and Website: David Petrich
Zoom Meetings, EMYC and ODOM Forums: Gary Tschautscher
Dry Dock Party: Terry Bertelsen
Face Book: Richard Dahlquist, Todd Moen