



January 2026 Membership Meeting, News and Other Things

The year started out with the meeting of the Board of Directors and other members that are in charge of the activities and functions of the club. The big items on the agenda this year were the obtaining of liability insurance and the updating of the club Bylaws. The insurance was approved by the Directors and there was a lot of discussion concerning the Bylaws. The main purpose of changing the Bylaws is to bring them into conformance with how the club has been/is functioning, which has changed since the inception in 1992 when Articles of Incorporation and the Bylaws were created and adopted. There are also some other housekeeping items that needed updating such as notices by telegraph are not used much anymore. Revising the Bylaws will require a vote from the Directors on the Board to recommend the change and a vote by the members to adopt the new version. It is important that all members understand what is proposed to be changed and the voting procedure.

The proposed revisions to the Bylaws have been submitted to those in attendance at the Board meeting for review and comment and are still subject to change. These are the more important changes being proposed:

- Set the annual meeting of the members as the October meeting. At this meeting the members will elect the Directors and the Commodore.
- Clarify the Commodore is a member of the Board and has one vote.
- The terms of service for the Directors and Commodore are for a calendar year with no limit to the terms of service.
- If there are inadequate members to fill the Director positions in the voting procedure at the annual meeting the Commodore is able to choose members to be Directors and present them for a vote by members at the January meeting.
- Set club membership on a calendar year basis.
- Set that each membership, regardless of the number of family in the membership, has one vote.

The voting procedure is as specified in the Minnesota Statutes. The process is as follows:

- The members meeting at which the vote to accept or reject the proposed amended Bylaws will be the March meeting. Members that wish to vote must be in attendance at the meeting, proxy votes are not allowed. Since membership is on an annual basis members must have membership dues paid for 2026 in order to vote.

- The January meeting provided an introduction to the voting process. The February meeting will have a brief explanation of the proposed changes to the Bylaws and comments will be received from the members thereafter. The March meeting will present the final version of the changes and a vote will be taken.
- To get the club into the proper procedural process, the March meeting will be a special meeting at which there will be a vote for the Commodore and the Directors. This is necessary for procedural purposes and also allows for a completed application to the IRS to reinstate the club's lost non-profit federal status. The status with the State of Minnesota has been updated but the IRS quite understandably has a much more thorough procedure.

Also, at the Board meeting the annual dues for membership was increased to \$45.00 annually to help with the cost of the liability insurance premium (=/- \$500.00).

If you are interested in the minutes of the Board meeting, or are interested in reviewing the Bylaws with the proposed changes, and/or the Minnesota Statutes that apply to the Bylaws and the revision process, send me an email and I will send you the documents. There are also summary memorandums of the entire process.

At the Meeting

The meeting started with the previous update on insurance and Bylaws and the change in the membership dues. We also discussed that we need someone to do the club poster again this year. In the past the poster has been an eye catcher with a lot of great photos of boats in the club. We discussed that this year we want to emphasize the schedule of the various club events and especially that the Swap Meet is open to the public. We got an update on Jeff Dunbar and were all very happy to get the report that after his full lung replacement surgery Jeff is doing well, getting off oxygen and is planning on moving back to Wisconsin! That was very good news indeed!

We also discussed that the club has a great opportunity to give something back to the Park staff and that is to help keep the ponds clean of floating debris and plant materials. This started last year when Tony Johnson purchased two 24-foot floating nets. The long top chord is floating and the other bottom chord is weighted. The nets can be used separately or they can be zipped together. As part of my volunteer work last summer I had the chance to use these nets and they worked great! It takes two persons, one on shore and one in the club boat, to place the net in the water and gather the flotsam back to the concrete shore. A successful cleaning depends on the wind blowing floating items towards the concrete pond walls. This is tricky as the wind is always changing and what were perfect conditions at one point are not so good literally minutes later. In addition to the floating nets the Park has long handle swimming pool nets that work very well from shore, they just do not have the ability to capture debris as well as the floating nets when conditions are just right. We need to further discuss with those interested how we can achieve our goal and coordinate a cleaning effort. We might just set certain times or days to "clean the ponds," or we also might use the general EMYC forum to coordinate cleaning efforts. Think about if you would like to help and we can discuss further.

Finally, we need to clean the cage storage area and the poor club boat, which are both filthy. This will have to wait for ice skating to conclude as currently equipment is constantly moving in and out of the garage to groom the ice for skaters.

Show and Tell

+ Nate O'Connor presented his 1949 Cris Craft cruiser that just finished a (yet another!) thorough restoration by Dave Petrich. The refurbished model features a removable top with a magnetic latching system:



+ Matt Wyatt brought this boat to the September 2025 meeting when it was just a hull, and was looking for direction as to what type of boat this might ultimately become.



It has come a long way since then and has developed into a towing or small boat salvage craft. The deck seal is to be very water tight so that the boat can function on a river. Matt reported that there are a number of things yet to be added including: battery box, ballast for balance, painting and fiber glassing the hull. Matt further reports that the 3D printing makes the parts very brittle and difficult to work with.

+ Dave Petrich presented yet another boat he is working on, this time the Sea Maid that is currently owned by Kevin Waldo, formerly by Todd Formico. David reports that the boat was in very rough shape and was missing a lot of details. Most interesting was he was unable to find piano hinges and therefore thought “I can make those myself!”, and he did!



+ Frequent presenter of show and tell items Kevin Waldo brought two presentations:



The first was his Solo Ruff in progress that he had shown still in the box at the October 2025 meeting. In the “ask me how I know” experiences Kevin related, without shame, that when doing planking on the hull and you get glue on the exterior of the planking, the stain does not take and you get an uneven finish and have to do a lot of sanding and finishing again. He also reported other problems he encountered, especially with ending the hull planking at the bow. Kevin is an experienced model builder and is generous to share the problems he encounters, and solves, with the group.

Kevin also brought a complete rig. Here it is at the boat show:

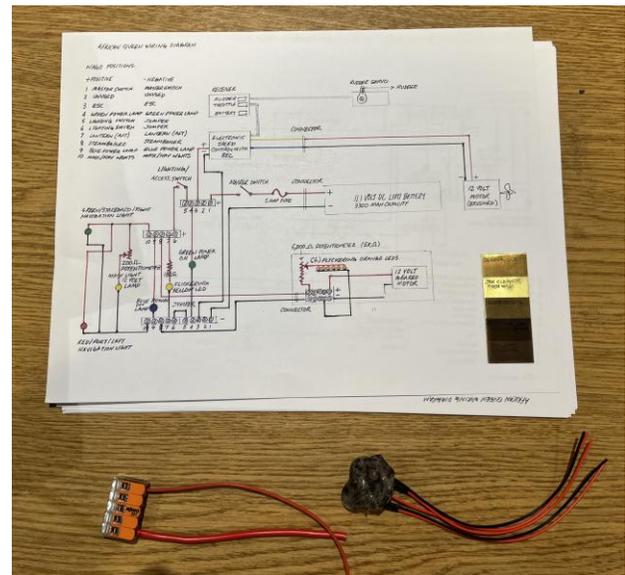


The truck was nice, but the trailer is a very special custom order:



The trailer is 1:10 scale and the boat 1:8 but they work together just fine. The trailer is ordered specifically to fit your boat, and then you can add just about anything you want. Kevin ordered bunks, lights, suspension, Minnesota license plate, spare tire, specific hitch, front stand on trailer tongue, back up poles and a lot more. A significant investment but the entire rig looked and ran exceptionally well. It was a hit at the boat show and Kevin drove it all over the auditorium when crowds were down.

+ John Bishop always liked the African Queen boat that Mike and Jeanette Ross had, and told them if they ever wanted to sell it he would like to purchase it. It now belongs to John and he has put his touches on it. The boat had a great history having been built by George Pfeifer. This story from Jeff McCabe that when building the boat George was contemplating some weathering touches, and put the holes in the awning with his cigarette! Of a little more sophisticated nature John added a lot more to the model, whose basic character he always admired. Included were weathering touches to the new bright brass parts and a glowing “fire” in the boiler that has the similar wavering effect as the fisherman’s pipe on his lobster boat.



On the left is the glow in the boiler, and on the right is one of John’s famous wiring diagrams with the stages of weathering shiny brass in the lower right hand corner.

John has taken weather techniques to an art, even for seemingly insignificant features that somehow contribute to the overall effect. Case in point is the flag:

In looking at the boat in the original 1951 movie and the Billings kit I wanted to add a British flag to the R/C model boat. I found a 4"x 6" Union Jack British Flag on eBay for just under \$7 with free shipping. The actual British flag portion was in the upper left corner which, when cut, yielded the perfect 2"x 3" dimensions that I needed. Jeff McCabe's wife was nice enough to cut and stitch around the border of the flag to keep it from fraying. Being new, the flag was clean and crisp looking and did not match the rest of the heavily weathered model boat. I first stained the polyester material with dark brown Rit fabric dye. After drying overnight, I rubbed in some sand and dirt in the material as well. I finished up with weathering and dry brushing some chalk pigment in the colors of gray, tan, brown, and black. I think the flag now has the look of something unkept and that has been out in the elements for a long period of time.



+ Tim Crane brought what he called the worst kit ever, this one from Dumas. The impetus for this build was "have motor, need boat." But this one required a lot more effort than usual. Tim said this boat kit was balsa wood and that the ribs all needed coating in glue for stability besides being poorly cut in the first place. In the end all the framing, all of it, needed other wood veneer cut to fit, as he could not use the included planking.



Minneapolis Boat Show

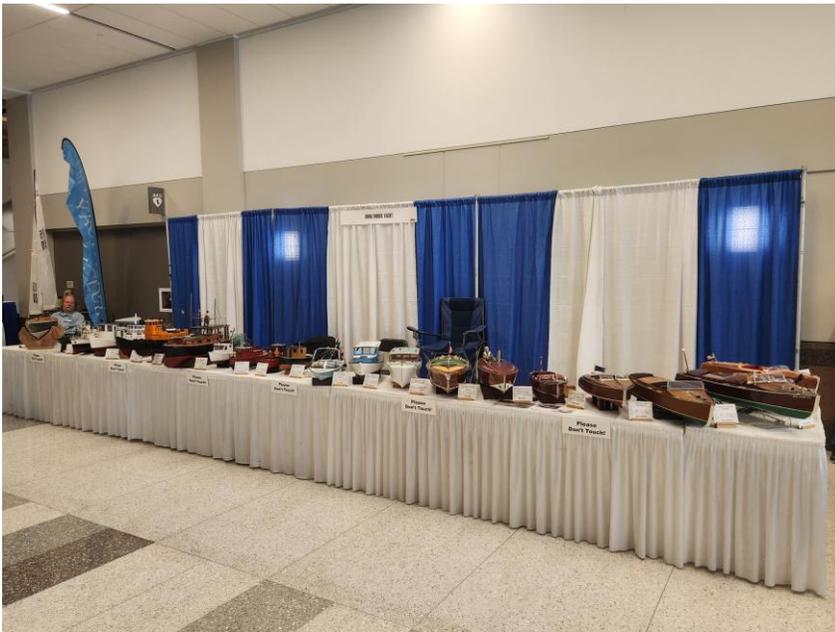
The main displays under the domes this year were very interesting. My recollection of last year was that most displays were pontoon boats whereas this year there was a great mix of all types of power boats. I thought it was very impressive. Similarly, the display of classic boats by our sponsoring Minnesota Classic Boat Club was worth the price of admission again. We were in the same spot as last year at the far right side (facing in) and outside of the domes. Wednesday, when I got there with my boats, the display tables were set up and most boats were in place. The new pool was filled and the captain stations set up.



The new pool designed and constructed by Rob Segal was simply stunning! Beautiful hardly describes it. On the wall, to the right, is a painting of a landscape for sale, and it perfectly complemented the pool in the foreground!



The beach balls were being given away by some of the merchants and they would mysteriously appear in the pool. We ended up with eight and never saw where they came from. The boaters had fun with them though, trying to push them around.



We had a lot of display space again. It was a very impressive and comprehensive display and we had a lot of positive comments!

Even though attendance was light at the show this year we were constantly busy and the captain's stations were almost always in use. Even with brief lulls in the action we estimated in an eight hour day there were about two hundred people, younger and older, that stopped to run the vac-u-tugs. Of our many visitors we had one in particular that attracted a lot of attention:



This little guy was simply transfixed watching the boats and must have easily held this look for 5 minutes. People were laughing and taking his picture. That is his mom behind him and she finally picked him up to go into the main part of the show and he was not happy about that at all!

For Sale

This is a US 12 Meter, built by a friend of Tony Johnson, formerly belonging to Kevin Kavaney who sold it to a friend. Kevin's friend kept it at their lake home which they recently sold and they now need to find a new home for the boat. Kevin reports the boat is in very good condition. Price is negotiable in the area of \$250.00. Contact Kevin if you are interested:.



Winter is the time to go through all your “stuff” and I found this NiCd/NiMH charger. Kind of a cool little device and I thought someone might be able to use it - no cost. If not, it gets “recycled.” Contact me if interested.



Coming Up

- Membership meeting, Tuesday, February 17th at 7 PM.

John Bertelsen
Commodore
Edina Model Yacht Club



Directors: Gary Tschautscher, Rob Segal, Tim Kowalik
Treasurer and Membership: David Brinkman
Secretary: Open
Sailboats: Gary Tschautscher
Scale Modeling: Kevin Waldo
Website: David Petrich
EMYC, DF 95 and ODOM Forums: Gary Tschautscher
Dry Dock Party, Spring Coffee: Terry Bertelsen, Julia Moen
Face Book: Richard Dahlquist, Todd Moen, Dave Brinkman, Matt Wyatt
Off site events: Rob Segal
Newsletter: John Bertelsen