



**CENTENNIAL LAKES CENTRUM
7499 FRANCE AVENUE SOUTH
EDINA, MN 55435**

VOLUME I

ISSUE #3

NEXT MEETING:

DATE: Tuesday, March 24, 1992
LOCATION: Centennial Lakes - Centrum Building
TIME: 7:00 - 9:00 pm
TOPIC: Sailing Basics
SPEAKER: Ralph Peter
EVENTS: Model Boat Show (April 25th) - Albert Lea
Marriott Inn (Details Upcoming)

Watch for "Wood & Water" on the Discovery Channel

MINI AMERICAS CUP REGATTA

By Ralph Peter

On November 30 I competed in the AG Industries MINI AMERICAS CUP ONE DESIGN sailing regatta in San Diego, CA. The competing skippers included winners from the 7 US and 4 international regional regattas, plus walkons like myself for a total of 13 US and 9 international skippers.

The AG Industries 914 CUP RACER used in this regatta is a high performance 36/600 class kit boat similar to the boat I raced in Phoenix AZ. The boat was light weight at 6 pounds, a narrow 5 inch beam, bulb keel, a one piece ABS plastic hull with a flush deck, aluminum mast, and nylon sails. Because this was a ONE DESIGN regatta, the boat could not be altered from the manufacture's specifications. The boat I used was provided by the Detroit MI Model Yacht Club.

The sailing conditions were not ideal. During practice on Friday afternoon the temperature was in the low 60s, wind was 20 to 25 MPH, and the sky was cloudy with rain showers. One of the boats was nearly sunk when sailing down wind it was hit with a strong gust of wind pushing the bow underwater and submerging the deck past the mast. My practice time with this new boat prior to Saturday's competition was about 20 minutes. On Saturday the sky was clear, temperature in the mid 60s, and wind 20 to 25 MPH.

On Saturday the preliminary competition consisted of 3 fleet races in each of the US and International divisions. The two winners in each division then competed in 8 semi final match races. The winner in each semi final division competed against each other in 7 final match races on Sunday. Also on Sunday local media personalities and members from 6 AMERICAS CUP teams competed in what was actually an event to promote AG Industries new boat.

These boats were quite fast but at the same time were challenging to sail, which was due in part to the extreme weather conditions. It was difficult to keep the boats sailing in a straight line regardless of the point of sail. When a gust of wind hit the boat it would pull up into the wind (weather helm), lose speed and sometimes stall out. Also when tacking the boat could easily slow and stall if not done absolutely correctly. When this happens for just 1 or 2 seconds in a race the other boats will pass you by. In the third race, I was in 7th place and about 30 feet from the finish line on the down wind leg when the boat was hit with a wind gust that took the it 90 degrees off course and 3 boats passed me in the 2 seconds it took to make the correction. Anticipating wind gusts and shifts and adjusting sail trim and rudder correction will prevent or reduce the weather helm affect on the boat, and that is what separates the very good skippers from the rest of the pack.

These lightweight, narrow beamed boats were very unforgiving, where a heavier boat will be a bit more resistant to weather helm and will have momentum to carry it through a tack that was less than perfect. I placed 10th overall for the 3 official races in which I competed.

During the lunch break the 6 of us that were ranked in the lower tier ran 3 unofficial races, and I took 1-first place and 2-second places. Later I took the boat to the other end of the pond so the professional photographer could shoot some action video. This video will be used in a world wide advertising campaign by AG Industries. I have been promised a copy that will certainly be better than the video I shot and that was shown at the January club meeting.

For now, my racing has been put on ice (sorry about that), but I just might contact a club in February that sails the Marblehead class boats.

This piece printed by AlphaGraphic
Centennial Lakes Plaza - 7447 France Ave. So.
Edina, MN 55435 - [REDACTED]

WHAT BOAT TO BUY?

By Ralph Peter

This is an often heard question, and some have looked to the club for advice. The answer depends on the individual's interest. The club supports a diversity of interests in scale models or radio controlled electric power, and sail boats. Within this general area of interest, an individual's specific interest may include boats that are used for competition, noncompetitive pleasure use, or for show. These boats can be either scratch or kit built. If the intended use is for competitive sailboat racing, then it is important to select a boat that is in the same class as other boats in the club to ensure you have competition.

In the December newsletter, I prepared an article explaining the AMYA sanctioned DEVELOPMENTAL and ONE DESIGN class. Since then, while I was at the MINI AMERICAS CUP regatta in San Diego, I met Bob Stern who is the commodore of the Vancouver BC Model Yacht Club and is also president of the Canadian Model Yacht Association (CMYA). Bob is an internationally recognized boat designer and sells his Marblehead class boats that are considered the best in the world.

I talked to Bob about our club and what advice should be given for boat purchases. He told me that the Vancouver club had faced a similar dilemma. Due to the high purchase cost (\$1300) for a Marblehead boat sailed in their club, they had not had any new members for over 6 years and were experiencing a shrinking membership. Their club added several new members when it created 3 new categories of entry level boats, that emphasized a low purchase cost. These boats had the additional appeal that they could be sold to new members if the owner wanted to move into a new class of boat requiring a larger investment. In fact, the category III boat was such a success that the Vancouver club has added it to its race schedule. The following category descriptions were taken in part and modified from the Vancouver's club literature.

The Yachts

- 1) Must be massproduced, commercially available, slooprigged, plastic hull kit boats.
- 2) Must use the hull, deck, fin, rudder, and sails provided in the kit
- 3) The following modifications are permitted;
replace wooden spars with aluminum, reinforce sails by adding battens or a reefing system, add a cabin or deck details, unrestricted rigging and fittings, and add ballast

AMERICA'S CUP UPDATE:

Defender Selection Series - 3rd Round Robin - San Diego America 3 defeated stars and Stripes by 5 minutes 33 seconds.

Standings:

America 3 - 28

Stars & Stripes - 11

Defiant - 4

The yachts are divided into three categories, based on their size, weight, sail area, and required sail control unit (servo), which will dictate the eventual cost. The fastest and best handling boats will be those in category 2 and 3 at the maximum size allowed.

CATEGORY I 23" to 28" long, 3 to 4 lbs, 250 to 300 sq. in. sail area, and standard servo for sail control. Price range to get on the water is \$130 to \$290 (add \$50 to replace the two channel radio with a 4 channel radio including rechargeable batteries). Yacht examples; Duplex 575, VictorSnip, HFM 590, AG Cup Racer 610, and Graupner Collie

CATEGORY II 30" to 36" long, 5 to 7 lbs, 300 to 560 sq. in. sail area, and a sail servo for sail control (Futaba 125 or Andrews HiPower). Price range to get on the water is \$230 to \$440 (add \$50 to replace the two channel radio). Yacht examples; Victor MiniSoling, Victor V32, AG Cup Racer 914, and Robbe Comtesse

CATEGORY III 36" to 39.4" long, 8 to 10 lbs, 600 sq. in. sail area and a sail servo for sail control (Dumas 3702, Sanwa 381, or the Andrews lowprofile supper drum) Price to get on the water is \$290 to \$500 (add \$50 to replace the 2 channel radio). Yacht examples; Victor Tahoe II, Kyosho Fairwinds or Tradewinds, Victor Soling 1 Meter, and Victor Australia II or Stars & Stripes.

Currently in the club there is 1 category I yacht and 6 category III yachts (2 Kyosho Fairwinds, 2 Kyosho Tradewinds, 1 Victor Australia II and 1 Victor stars & stripes). In addition to these 7 yachts, there is also 1 scratch built 36/600 and 1 East Coast 12 Meter for a total of 9 racing yachts. There are other yachts in the club that the owners do not want to race which are intended for their own pleasure use.

The administrative committee has adopted these three new categories in addition to the classes sanctioned by the AMYA. It is important to note that for the purpose of establishing a yearly race schedule the club can support more than one class of yachts, however to be effective the class should have a minimum of 10 yachts. Also the above recommendation apply only if you intend to participate in friendly competition

"A REPORT FROM THE BUILDING COMMITTEE"

Winter is rapidly winding down. This signals the close of the traditional building season and the time for us to begin preparing to be aquatically adaptive. The committee would like to thank those individuals who have given presentations at our club meetings thus far. But, it ain't over yet folks.

Preparations are being made to establish a club work area at Centennial Lakes. We do not know if we will be

functioning in time to provide building space this winter but, we do plan to be operational this summer as a repair station.

Volunteers are being solicited to set up a builders hotline. Members who are stymied by a particular task will be referred to another club member with experience in the area.

Centennial Lakes has several rental boats that need building. Persons interested in lending a hand with this project, please contact Bill Bach at [REDACTED]

We need your help to plan future seminars. If you would like to see a particular subject covered, please submit ideas to one of the following Administrative Committee Members:

Robert Lund [REDACTED]
John Bishop [REDACTED]
Ralph Peter [REDACTED]
Steve Rusk - [REDACTED]

Also, if you are building or are about to build a boat, we would appreciate hearing from you. We encourage your sharing of projects with the Club, it is nice to be aware of what fellow members are up to.

Happy Sails to you, 'til we meet again.

"BUT WHAT ABOUT BOB"

EMYC, AMYA, IMYA, Developmental, one-design, ten rater, 36/600, marblehead, East Coast 12 meter. But, what about Bob? Cleat, clew, bowsie, reefing point, Jackstay, Down Haul Line, pardon me but, which tack are you intent upon using? But, what about Bob?! Running, reaching, points of sail, windward, leeward, coming about. But, what about Bob?!

Bob thinks boats are supreme, he wants to try his hand at sailing. But, Bob still thinks in terms of left and right and the front is the part with the grill on it. All this technical talk is too confusing.

What about Bob? He should join us at the Edina Model Yacht Club. We have an expressed interest from some 55 persons, only twelve now sail model boats. We have lots of beginners, just like Bob. We have knowledgeable yachtsmen who love to teach their sport. We have experienced builders who help in all aspects of their craft. We have boats you can rent, try before you buy. Most of all we have fun.

Don't be intimidated by all the fancy talk. The club needs to lay a strong platform for the future which revolves around the official world of the American Model Yacht Association. But when the water gets soft this spring, we all get a chance to do the one thing we all love. . . SAIL A BOAT!!

HMO FOR YOU RADIO

By John Bishop

Edina Model Yacht Club, Admin. Committee Member

Healthy maintenance of your radio controlled equipment helps ensure a long life with increased reliability and dependability. There are a few simple measures everyone can take to keep their equipment operating at peak proficiency levels:

1. Keep things dry. The worst enemy of any electrical component is water. As you well know, we all spend a lot of time in and around the water environment and occasionally things can get wet. Making electrical connections, checking servo movement, and operating on choppy water provides the opportunity to take in water. If this happens, dry things out as quickly as possible. Don't wait 4-5 hours until you get home. Simply wipe off or blow off any water that you can see. If things have become doused or completely submerged take the components apart. As long as you don't perform any electrical engineering rewiring modifications everything will be fine.

2. Keep things clean. The second worst enemy in line is dust and dirt. Although most of the R/C components are encased and protected from these elements, small amounts of debris can work their way into the system through the transmitter's controlling sticks (gimbal assembly) and as well through the receiver pack to delicate electrical parts. After a run, wipe off the transmitter and other items with a damp cloth so things are clean. Never use anything other than a water dampened cloth since chemicals can discolor materials and possibly corrode electrical wires. An excellent product in blowing off both water and dirt is Dust Off. It is a can of compressed air that provides a high-powered way of cleaning things that could otherwise be difficult to get at. You can find this item at Computer City, Radio Shack or downtown at Acme Electronics.

3. Charge your batteries at least once during the winter season. By fully charging and discharging the transmitter and receiver packs you help insure that the batteries will perform at peak levels. Cycling activates chemicals within the cells which allows the batteries to hold a full charge and dissipate the needed electrical energy more evenly over time. When charging, refer to the manual for the necessary time, usually around 15 hours. A little more time won't hurt a bit but a little less time may not fully charge depleted batteries. In discharging, fully extend the transmitter antenna and turn the power switch on (full antenna extension always, especially during running this prevents possible damage to certain resistors and diodes). The transmitter will naturally draw current from the battery pack and will fully deplete the charge over time. The battery meter will tell you when this process is complete. In discharging the receiver battery pack, the best method is to hook up a small 6 volt grain-of-wheat light bulb direct-

ly to the battery connector plug. This part is available from Radio Shack for under a dollar and works great. The bulb draws a very small amount of current from the receiver batteries and will discharge the pack in about 7 hours. When the bulb no longer illuminates, the batteries are dead.

Other than performing the few simple steps previously listed, an R/C system is virtually maintenance free. The few minutes and dollars you invest in performing these tasks could save you hundreds.

EDINA MODEL YACHT CLUB

MINUTES OF MEETING DATED JANUARY 21, 1992

CALL TO ORDER WAS 7:30 PM
15 MEMBERS PRESENT

No regular business meeting was held.

Dan Atchison brought his model of the Queen Mary to display. He explained his methods of using styrene plastics for construction. He also touched on some of the research which has gone into his project.

Robert Lund talked about modeling basics, touching on the areas of woods and tools used. He shared tricks and techniques which he has used in his years as a builder.

Adjournment was at 9:30 pm. Individual discussions continued.

MINUTES OF MEETING FEBRUARY 25, 1991

Call to order was 7:30 pm - 16 members present

Ralph Peter reported on progress with the Special Events Committee. Tentative date for Parade Of Boats is June 7th.

Steve Rusk reported on the ongoing work within the Rules and Regulations Committee. The simplified rules Ralph received from the Vancouver Club were presented. Please get your radios registered with John Bishop.

Bob Lund reported on the work of the Building Committee.

Paul Olsen showed his methods of building with fiberglass and epoxy.

Two new boats were displayed by members.

Meeting was adjourned at 9:15 pm. Individual discussions continued.

Edina
Model
Yacht
Club



CENTENNIAL LAKES CENTRUM
7499 FRANCE AVENUE SOUTH
EDINA, MN 55435