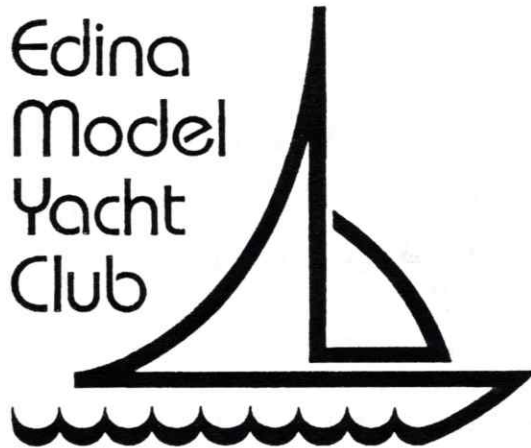


EMYC Newsletter

Edina
Model
Yacht
Club



September, 1993

Volume 2 - Number 2

COMMODORES LETTER

by Steve Rusk

Nominations for Board Members & Survey

First off, I would like to thank Doug Campbell, our new editor for his help in getting this newsletter going again. Second, by now you should all have in your hands the mailing for the nomination process and the survey. Please take the time to nominate persons that you would like to lead this club. The survey is also your vehicle to let us know what you liked and didn't like about this year. Feel free to go beyond the questions and address issues that we may not have covered with our questions. Even if you think it's something that we couldn't help but know, tell us! It will help a lot to know how many people feel strongly about an issue and what change needs to happen. If you don't tell us, we won't know to fix it!

EC-12 News

As the days get shorter and force us off of the lake a little earlier each night, we start to think of next years races and next years boats. A fair amount of talk I have heard at the pond has been from four to five skippers interested in building or buying EC-12 boats. The EC-12 is the class of boats that we hope to hold a major regatta for during the 1994 Season. As we have no formal Class Secretary, I have been looking into the possibility of a discount for a group purchase. I know we can get a deal on sails from Rod Carr. I have not yet contacted a hull manufacturer to see what is possible as I do not know total number of hulls the skippers want. I ask that all parties interested in buying, building or finding out more about the EC-12 for the '94 season. To attend a meeting after the regular EMYC meeting on Tuesday September 21st. We will discuss the options for outfitting and building. Please give me a call before the meeting at 929-9771 so that I can get an idea of who is interested in the boats.

Fairwinds & Marbleheads

I was wondering if this would be the time for the Club racer class to meet as a group and make recommendations as to next years rules/regulations and race schedule?

I also would be interested in any news from the Marblehead Class. What should the EMYC be doing to help this class?

Now is the time for anyone interested in writing a column for Fairwinds or Marbleheads to let me know at the next meeting.

- Editor

Boat Buy Bulletin

I received a phone call from Wayne Chermick. He's the fellow that Gary Phillips found who will deal on Robbe products. Wayne said Robbe currently has around 50 "Magnum" boat kits (#1042) on special. Regular price of \$140.00. They are selling the kit and the power set worth \$50.00 together for \$134.95. Kit is on Page 174 of the Robbe Catalog available to see in the Club File.

- Jim Smith

EAST COAST 12 METER TUNING & SAILING GUIDE

Part 1 and 2 of a series of articles written by Rod Carr of the Greater Seattle Model Yacht Club

The following article is part of a collection reprinted from "TUNING A 12", a column written by Rod Carr and appearing in the monthly newsletter of the Greater Seattle Model Yacht Club. The GSMYC sails the East Coast 12 meter as its one-design club boat to almost-the total exclusion of any other class. The objective of the series has been to introduce sailing the EC/12 to both novice and seasoned skippers by considering one aspect of the boat at a time. The author's credentials include service as AMYA EC/12 Class Secretary for the EC/12 Class in 1970-1972, and 1987-1990, ACCR finishes of 2nd in 1971 and 4th in 1990, a former authorized manufacturer for the class known as CARR'S BOATYARD in the early 170s, and present service as a sail maker and EC/12 Class Secretary for the IYRU-MYRD Technical Committee. Currently sailing EC/12 US #2, the author has competed almost continuously since the class was founded in 1970, earning the first AMYA recognized EC/12 competition series for the C.H.Black Trophy in 1970.

PART I: BY THE NUMBERS

At the request of the fleet, I have agreed to give a short seminar on some aspect of construction, tuning, trim or tactics at the beginning of each practice sail on the first Saturday of the month. In order to give all skippers a chance at improvement, I will write up each lesson and publish it in the following newsletter. This means that if you

come to the practice sail, you'll hear the seminar and be able to put it to use for the next regatta, getting a leg up on the skippers who stayed home.

Tuning a 12 is-easy if you just follow the numbers:

1. One mast, perpendicular to the waterline plane athwart ships.
2. Two fingers of camber for the foot of the jib.
3. Three fingers of camber for the foot of the mainsail.
4. Four knuckles between the back of the jib club and the mast.
5. Bottom mainsail batten parallel to centerline when close hauled.

These settings are a good average condition and will guarantee a boat which will move through the water ready for fine tuning. Next month we will work on boat balance, how much weather helm is enough. Till then, try 12 US 2 a bit and get a feel for a neutral balance.

PART 2: WEATHER HELM

With the boat sailing to weather, close-hauled, I believe proper balance has been attained, if the boat will sail a steady course in steady wind with the rudder trim set half way between neutral and full. If on starboard tack with the wind coming over the starboard side, the boat will naturally try to pull herself up (to starboard) into the eye of the wind. To counteract this tendency, I set the rudder trim to the left (port) to try to steer the boat away from the wind. The intent is to be able to pick the best course relative to the wind and maintain good boat speed. If the wind picks up a bit in speed, I have a little rudder trim left to reestablish balance. If the wind slacks off, I can reduce the amount of rudder offset I carry. The goal is always to carry as little rudder as possible, but to have the boat balanced so that it is making its best speed to weather. Now if the wind is changing directions, I will purposefully not carry so much rudder. I want the boat to respond to the wind direction changes in hopes of getting

early warning of either a beneficial lift, or a damaging header. A lift is when the direction of the wind changes so that you are able to point nearer and nearer to the windward mark. A header is just the opposite. The general rule is to tack on the headers, and ride the lifts. If the wind is steady, I will try to balance the boat as neutral as possible, reducing the rudder offset as much as I can to reduce the drag that it causes. In all of this I want to have the opportunity to either point (sail as high as I can) or foot (sail somewhat off the wind for speed) - I can do this with the rudder, but with a jib trim I can get the same effect and not drag that barn door where it will slow me down. To point up from this neutral trimmed beating to weather configuration, I simply let the jib out about 1/2" or so. The mainsail then becomes more effective and it pushes the boat up to weather, the rudder does not prevent it from happening. To foot off, I pull the jib in the same amount, it causes the bow of the boat to be held off the wind, and the boat picks up speed. These things don't happen quickly. In a 4 knot wind, the pointing up takes 5 to 6 seconds to be observable. Footing is the kind of thing that you do when you are not in close proximity of other boat and want to get to the weather mark fastest. Pointing is the kind of thing you do when you are close to a competitor and want to pinch up to weather of him to get him in your wind shadow. Remember when you point like that, you'll slow down. Balance of the boat is dominated by the mainsail, both the amount of camber (more camber - more weather helm), and by the location of the boom when close hauled (boom closer to centerline = more weather helm). Weather helm means the tendency of the boat to head up into the wind. Sailing to weather is a dynamic balance between boat direction (pointing) and boat speed (footing). It depends on what you are trying to accomplish which you want to do. If your boat is balanced, and you have plenty of rudder trim to work with, you'll soon do much better on the weather legs. Keep a log of your settings. It's worth it.

SCALE NEWS

Coming to Terms with Tugs

by Jim Smith

Over the last several months, quite a few tugboats have emerged at club gatherings. The new membership list shows five members who are operating tugs, and I am sure when the *Paul Olsen* hull appears, interest will increase. I thought a glossary of tug related terms might be of interest.

Boat deck: upper deck, aft of wheelhouse, upon which the lifeboat is usually stored.

Bollard: strong post on a ship or dock, used for making fast with mooring lines.

Bow thruster: power unit in ship's bow used to aid in maneuvering in close quarters

Bridle: a 'Y' shaped fitting on either or both ends of a towline secured to bits on either quarter of the towing boat or on either bow of the towed vessel.

Bulwarks: hull plating along the sides of vessel extending above the freeboard deck.

Capstan: drumlike device, usually on the foredeck, used to heave anchors or line. Sometimes fitted aft on tugs.

Catenary: sag in towline caused by its weight.

Chafing gear: usually chain, used on towline as it crosses the strongback to protect the hawser from wear.

Davit: small hoists used to raise and lower boats and supplies.

Dayboat: a tug whose crew is berthed ashore.

Draft: height of vessel from lowest portion of hull to the waterline. Also, minimum depth of water in which ship can float.

Fairlead: a block, thimble, cleat or hole for guiding a line.

Fender: cushioning used to protect a vessel when contacting another vessel or dock.

Originally of wood, then rope or old tires. On modern tugboats, dedicated rubber pads are common.

Fiddley: a large hatch, usually covered by a grating, directly above the engine room.

Forecastle: forward structure of a vessel, over the bow.

Freeboard: distance from the waterline to the top of the freeboard or weatherdeck.

Freeing port: openings in bulwarks to keep deck free of water. Sometimes fitted with hinged covers to allow drainage but not entry of sea water.

Gate hawser: a short towing line, usually from the bow of the towed vessel to bits on the towing vessel to provide extra control in confined spaces.

Gin pole: a temporary spar set up on ship to serve as a derrick.

H-bits: two vertical posts, connected by a horizontal piece set on the deck, to which lines are fastened.

Hawsepipe: oval pipe at the bow, through which the anchor line is led.

Hawser: a heavy rope or wire used as a towline.

Head line: a line used to secure the bow of a tug to a tow.

Hogged: a vessel whose ends have drooped.

Hogging frame: used to prevent the otherwise unsupported bow and stern of some early steam boats from falling below the center.

King post: vertical post used to support a cargo boom.

Kort nozzle: rigid cylindrical shroud around a propeller to increase efficiency and aid in directional control.

Norman pins: vertical pins set in a tug's stem (buffalo) rail to function as a fairlead and restrict the hawser's swing over the stern. (sometimes, hydraulically activated).

Plimsoll marks: indicate safe loading limits depending on the time of year and the waters that the vessel is sailing in.

Pushing knee: vertical arm on bow of tug extending upward high enough to bear

against a barge when it is light and hence high in the water.

Rainbow: see strongback.

Rubrail: horizontal rail along the side of a vessel to afford protection when coming along side another vessel or dock.

Screw: propeller.

Scuppers: drains set in a deck to carry off accumulated water.

Seakeeping: ability of vessel to ride safely in the open ocean.

Shear: the tendency of a towed vessel to yaw from side to side.

Sheer: longitudinal curve of the main deck at the side between the stem and stern.

Spring line: a line from the fore end of a vessel aft, or from the aft part of a vessel forward to a pier or to a tow.

Steering pike: upright pole in the bow, used by a helmsman as a visual range while underway.

Stemhead: vertical extension of a vessel's stem above the deck.

Stern thruster: a propulsion unit in the stern of a vessel to assist in maneuvering sideways.

Strongback: a curved member extending from side to side across the aft deck functioning to hold the towline off the deck. Also called a towing thwart or towing knee.

Tophamper: all superstructure and gear located on a vessel above the freeboard deck.

Winch: a single or multi-drummed device for winding in line. On tugs, the towing winch hauls in and lets out the main towline.



EMYC MEETING NOTICE:

**Tuesday
September 21,
7:00 P.M.
In the Centrum
Building**

EDITORS NOTE:

Let me know if you want to participate in the newsletter.

We are just getting this thing going again, so give me some ideas on what you would like to see in upcoming issues. - *Doug Campbell*

NOTICES:

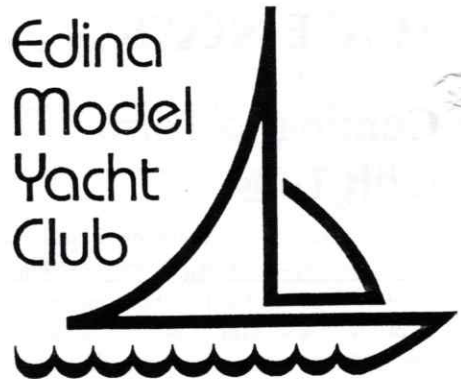
DRY DOCK PARTY RESCHEDULED

Due to a Room Scheduling Conflict, the Dry Dock Party will be rescheduled to a later date. Further information on a new date may be known at this months meeting.

BOARD MEMBERS & SURVEY

Please take the time to fill out your forms mailed to you for the New Board Members and the Club Survey. This will help in getting us in the direction most people want to go with the club.

Edina
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OFFICERS:

Commodore
STEVE RUSK

Vice Commodore
ROBERT LUND

Secretary Treasurer
JOHN BISHOP

Rear Commodore
RALPH PETER



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