



# SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

July, 1995

VOLUME 4, NUMBER 7

**Commodore's Corner:** The membership meeting of 6/20 will remain on my books for years to come. I will not cover it all here, as the editor has done a very good job with the minutes. Don't miss the Board's questions and R. Peter's reply on pages 4 & 5, as it is very interesting reading. Good job, Jim, it looks like you got most of it!

Good boating! *Dick Kjellberg*

**Important Notice!** This early issue of the club newsletter is specifically issued by the Board of Directors for those who were not in attendance at the Membership meeting on June 20th. The minutes on pages 2 & 3 of this issue should serve as some indication of what transpired. There is a lot to read and digest, but it gives some evidence of what the Board members have gone through in order to formulate their decision on the CR-914 Nationals. (My apologies to any members who had items for publication in July, but missed this early distribution date. These contents were deemed more urgent, Ed.)

At the request of the Commodore, all Board members were contacted for their assessment and comments on the recent 914 issue. Two replied, and their statements are printed below. Two declined a statement at this time.

**Statements, Anyone?:** I have changed my vote to continue the sponsorship of the 914 Nationals with great reservations. The level of trust between the race committee and the Board was greatly compromised, and more cooperation has now been promised.

The race committee is largely understaffed and behind in planning. To make this event happen, R. Peter needs your help. You offered to support the event at the club meeting, and now it's time to offer your assistance! *Jeff McCabe*

I certainly believe that it is in the best interest of the club to put this problem behind us and work toward the creation of an event that we can all take pride in. I am quite disappointed with the lack of physical support offered by the membership to make this event happen. *Gary Phillips*

**Picnic:** A Summer picnic is being planned by the EMYC. Let's get together! Plan on bringing your family and boats to Centennial. Food & Drinks & Games for all. This event is being substituted for the big EEEEEasy, in the event of a lack of water. (See Dry Dock below, Ed.) *Jeff McCabe*

**Builder's Corner:** A good source of ballast for your boat is used wheel balancing weights, available at most tire shops very cheaply, or even free. Wheel weights are not pure lead, however, but contain about 2% antimony for hardness. Since antimony is only 58% as heavy as pure lead, a given volume cast from wheel weights will weigh only 99% of the same volume cast from the pure stuff. I bet you won't notice the difference!

And! More about wood! Pan Pacific Hardwood in San Jose, California [REDACTED] can supply over one hundred species of 100% recycled rare and exotic hardwoods. Sizes from 1/8" to 4"x4" and up to 48" long are available. Hours: 8-6, Mo thru Fr., 8-1, Sa. *Jim Smith*

**Dry Dock Party (Early):** Sometime in mid July, both the north and south ponds will be drained so that repairs can be made to the lake's plastic liner which was damaged during the Parklane Avenue bridge construction.. Since the park has no desire to cancel *Splash* at month's end, it is assumed that the lake will be refilled as quickly as possible.

**Big EEEEEasy:** This event has been postponed as a result of low water (see above). We will set a new date as conditions dictate. This happening still needs a planning committee. Please give me a call [REDACTED] *Jeff McCabe*

**Upcoming Events:!**

Jul.22	•Picnic	Times To Be Announced
Aug.11,12 & 13	•CR-914 Nationals	All weekend event
Aug.19&20	•St.Louis Admirals, Union Sta.	All weekend event

**August Newsletter Deadline:** Aug. 1st.

**Board Meeting, 6/20/95:** Commodore called meeting to order at 6:30 PM., all board members were present.

Commodore requested status of the new posters for hobby shops. Advised to check with D.Campbell when he arrived.

Commodore stated that Outlaw's R/C World desired to be added to mailing list (done! Ed.).

J.McCabe stated that he wanted it to be mentioned that if any items came up for vote at the membership meeting, only those paid up for 1995 would be eligible to cast a ballot.

Commodore noted that eleven (11) members are needed to staff the, one on one, Handicap Sailing event on June 29th from 6:00 PM until 7:00 PM.

P.Olsen stated that what appears to be a negative position by the Board toward the 914 Nationals is, in fact a power struggle between R.Peter and the Board as to who is in control...R.Peter, or the duly elected representatives.

Commodore was asked what, if anything is being mailed to new or prospective members. He said that it was his understanding that the "packets" which were previously sent out are now gone. J.Smith stated that any prospects that contact him are sent one of the current month's newsletters, and are invited to the next membership meeting.

D.Ulmer suggested that Mrs. Yvonne Simenson, Mike's widow, be made an honorary member. Moved, seconded and approved. Smith was advised to enclose a letter to that effect

to Mrs. Simenson in the next newsletter, and advise her that we will cease to send her a newsletter whenever she no longer desires to receive it.

D.Ulmer stated that he sees the club going off in varied directions and thinks that the club needs an all club gathering such as a picnic at the pond and asked to be allowed to look into that possibility. Will check with T.Shirley to see if a 'cookout' would be allowed at the pond. Permission granted. G.Phillips advised that there are certainly sufficient funds in the treasury to finance burgers, dogs and pop.

C.Bottemiller stated that we should cease stating, in effect, that there is no Fairwind racing because we have no class secretary. Chuck stated that there is Fairwind racing at the north pond on every Tuesday evening for those desiring to race. It was stated that there is a definite rift in the club between racers and non-racers, but it does not have to be so. Race at the north pond if you wish, or sail at the south pond if your desire is the strictly social aspect of the club.

M.Flannigan stated that it is certainly not necessary to race every time your boat is scheduled to race. He said that the only people who felt compelled to race every night were those who wanted to display a ribbon or other award.

Board Meeting, Adjourn, 7:00 PM.

## Membership Meeting, 6/20

(Please note that conversations overlapped and several people were speaking simultaneously throughout the evening. I was, therefore unable to record all of what was said, but I believe that the following report closely reflects the proceedings as they happened, Ed.)

The meeting commenced at 7:00 PM. 34 members and Tom Shirley (park manager) were in attendance.

Commodore Kjellberg reviewed the several times during past Board meetings wherein the 914 Nationals were discussed (e.g. 9/94, 10/94, 2/95, 3/95, 4/95, see past newsletters for minutes).

D.Kjellberg restated what was decided at the Board meeting with R.Peter on 3/21/95, that no outside sponsorships of the 914 Nationals were authorized except with AG Industries and Worth Marine, and these were to be discussed with the Board prior to acceptance. Kjellberg stated that Board members were upset with R.Peter going outside these stated guidelines.

The Board requested a meeting with R.Peter at 9:00 AM on the morning of the Parade of Boats. The Board met, but R.Peter did not appear.

Later in the day, R.Peter presented Board members with a letter explaining his position, which did not satisfy the Board. Kjellberg stated that the Board had received no information as to costs of the event. He stated his dismay that the sponsorships had gone forward without authorization. He also remarked that of almost one hundred names on our membership list, to his knowledge, not one has ever run nor even attended an AMYA Nationals type event.

At 7:15 PM, Kjellberg turned floor over to R.Peter for his response.

R.Peter stated that he did not appear at 9:00 AM on the morning of the Parade because he was "advised not to by another club member".

He stated that he did not solicit sponsors for the Nationals. He stated that he "spent all of his time at the

(Centennial Lakes) park". While eating and / or visiting the local establishments at the mall, he was asked by managers what events the club had planned for the season. When he then told them of the 914 Nationals, they offered the sponsorships without his asking for them.

R.Peter reaffirmed that these sponsorships afforded no liability to the club. Hawthorne suites has twenty rooms blocked off for regatta participants. These rooms will be released on Aug.1st, with no cost to club. There was a stated but undisclosed obligation to Northwest Airlines which is now allowed to claim that it is the "Official Airline" for the 914 Nationals. MacDonalds and Subway will each supply a free lunch to the participants and workers while Circus Pizza will supply beverages, all at no cost other than an acknowledgement. Sperry Topsiders (Mall of America) will supply free shirts, keychains, etc. and a gift for a

raffle and 10% off gift certificates. The Fast Photo shop will supply a photo album.

Worth Marine donated a 914 kit which was sold during the Parade for \$300. There was also a raffle of some item at the Parade which netted \$15.

The Banquet for the Nationals will not be held at the Centrum, but at Sarno's, Two Guys from Italy restaurant. Cost will be \$12, regardless of the number of people actually attending. A \$23 race entry fee will include the Friday evening reception and lunches (free, see above).

AMYA will supply a mailing list of the estimated 60-70 registered 914 boat owners who will be sent information and an invitation to the event. Worth Marine will pay for this mailing.

J.Bishop stated that it appeared that the Board has not been kept abreast of decisions that have been made but felt that since "it's self sufficient, what's the problem?"

G.Cooke stated his opinion that there is a strong antagonism by Board members toward anything to do with the 914. P.Olsen strongly disagreed, stating that the Board has been trying to work with R.Peter, but that no answers to their concerns have been forthcoming. He stated that the Board members are elected to oversee the club's activities and that members going off on their own direction can not be condoned. At this point, R.Peter said, "I apologize for getting sponsors without permission."

G.Cooke stated that even though he would like to participate in the event, his "two boats will remain in dry dock for the weekend" to enable him to work the event, as necessary.

M.Flannigan addressed the earlier statement that the club has had no experience with an event such as this. He felt that there was plenty of talent in the organization to bring off the event. R.Flint stated that it was time to sit down and do what is necessary to carry off the event and put the club in the best possible light.

T.Shirley (park manager) stated that his initial response to the event was that it was "a feather in the cap" of both the park and the boat club.

The possibility of a second, racing type club at Centennial was brought up. S.Rusk stated that it was his understanding that the manner in which the EMYC's articles of incorporation are worded, such a club would not be covered by city insurance and hence precluded. T.Shirley concurred with this assessment.

R.Peter's letter to the Board on the day of the Parade was again addressed. G.Phillips said that the biggest problem was that the Board "did not know" and have been kept in the dark in regard to income and expenses and the sponsorships in particular.

J.McCabe stated that the Board requested a budget in February, and up until the present, it has not been forthcoming. The Parade day letter did not address any of the concerns that the Board sees. R.Peter then stated that he had a budget. McCabe requested a copy of same. Peter stated that he did not have a copy available.

He did, however state that he expected to spend \$500 for promotion and advertising, \$350 for trophies, \$200 on the reception and \$200 miscellaneous. (Total \$1250)

R.Peter said that with a \$23 registration fee, the "break even" point would occur when 20 boats were registered. Income would then be: Registration \$460, Worth Marine \$300 (kit, already sold), AMYA rebate to club of \$10 per registered boat, \$200. And the \$200 'working capital' loan previously authorized by the Board. (Total \$1160). He said that he would "do what we can with the resources available".

The number of boats in the regatta will be limited to 39 (20 EMYC, 19 visitors), to allow a 13 boat per heat, maximum. Regatta shirts can be ordered at the time of registration for \$16 each. These shirts are in addition to the free shirts supplied by Sperry.

C.Bottemiller announced that he had to leave and stated that he "was no longer upset", that the event should be "good for the club", and if there was a vote to continue support for the event, he would vote in the affirmative.

J.McCabe requested that R.Peter present a written summary of income, expenses, liabilities, etc. to the Board. R.Peter argued that he had just done that verbally. The Board agreed that the verbal statement was insufficient.

After additional discussion and agreement with R.Peter, P.Olsen made a motion that acceptable, written figures for the event must be in the hands of Board members by 8:00 PM, Thursday, June 22nd. If the information is adequate, the 914 Nationals will proceed, if the information supplied is deemed inadequate, sponsorship of the event by the EMYC will be revoked.

It was agreed that a list of questions would be formulated by J.McCabe and given to R.Peter to answer in his written statement.

R.Peter then asked to establish two separate divisions under the title of EMYC, one racing, one social, each to have separate governing bodies and separate finances. There was no obvious support for the proposal.

Adjourn, 8:40 PM

Addendum: After the meeting, your editor was approached by T.Shirley, and asked during what hours, on the three dates that R.Peter has reserved the Centrum building, does the club actually need the building. The city has need to utilize the building for revenue. I relayed this concern to J.McCabe, and he added that question to the list to be answered by R.Peter's written response.

Respectfully submitted by: *J.Smith*



**NOTE:** Our Commodore has requested that the Board's list of questions to R. Peter, and his reply be reproduced in this newsletter. I have done so, duplicating spelling, punctuation and grammar as they exist in the originals.

Under the heading "Donations", reference is made to the "first ACCR update". That document states, in part:

...."The Centennial Lakes McDonolds, and Subway have donated lunches for Saturday and Sunday. Centennial Lakes Park has donated the Centrum Building. Circus Pizza is donating soft drinks for both days. Fast 1 Hour Foto is donating the photo album. Worth Marine is donating a complete CR-914 boat kit including the transmitter, receiver and servos. Fast Signs in Bloomington has discounted the banner. Two Guys from Italy is discounting the Friday night reception at the Centrum building, and the Saturday night banquet at the restaurant. Sperry Top Siders is donating merchandise and discount coupons to be raffled with the proceeds going to the ACCR.".....

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### Questions Delivered To R.Peter By Board of Directors On Tuesday, June 20th:

What financial liabilities are there to the EMYC?

What events are planned , and when and where are they scheduled?

What budget are you working from?

What are your expenses, to date?

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### Quoted Below: - Written Reply To Board By R.Peter On Thursday, June 22nd:

#### CR ACCR UPDATE (part two)

#### ESTIMATED EXPENSES

Advertising	\$500.00	
Trophies	\$300.00	
Regatta Staff	\$150.00	(Reception and Banquet 10 at \$15.00)
Reception	\$200.00	(39 at \$3.00 plus beer and wine)
Miscellaneous	\$100.00	
Total	<u>\$1250.00</u>	

#### ESTIMATED INCOME

Entry Fee	\$897.00	(39 at \$23.00)
AMYA	\$390.00	(39 at \$10.00)
Boat Kit	\$300.00	
EMYC	\$200.00	
SPERRY	\$150.00	(estimate of reffle proceeds during Splash)
Total	<u>\$1937.00</u>	

Note: At the current estimated expenses, the break even point is 23 entries. In the event there is not 23 entries, the trophy and reception expenses will be reduced and/or the hat will be passed among the skippers to make up the short fall. The banquet is separate and is priced at cost of \$12.00 per person. Expenses to date are \$425.00 (banner \$370.00, printing, mailing phone calls ect. \$55.00). Income to date is \$315.00 (boat kit \$300.00, and SPERRY raffle \$15.00) I personally have covered the current \$110.00 short fall in anticipation of the promised EMYC donation of \$200.00.

## DONATIONS

All donations are listed in the first ACCR update

(see note at top of previous page, Ed.)

## LIABILITIES

Northwest Airlines required that an agreement be signed that the ACCR will not enter into an agreement with any other airline and they be designated as the "official airline" of the ACCR. There are no conditions attached to any other donation.

## MISCELLANEOUS COSTS

All travel and lodging reservations and expenses are the responsibility of each individual. Twenty rooms at a \$10.00 discount have been blocked at Hawthorne Suites. These rooms will be released to general sales on July 29th. There is no deposit or obligation of any kind. Fast 1 Hour Foto will cover all costs for the photo album. Polo shirts with the ACCR logo embroidered on the pocket, will be available for purchase at \$16.00. The price of shirt is at cost, so this is not merchandising. There is no minimum order quantity or setup charge for the logo. Only shirts that have been ordered and paid for with the entry form will be purchased. There are no plans to pursue other mementos such as cups, caps, and underwear.

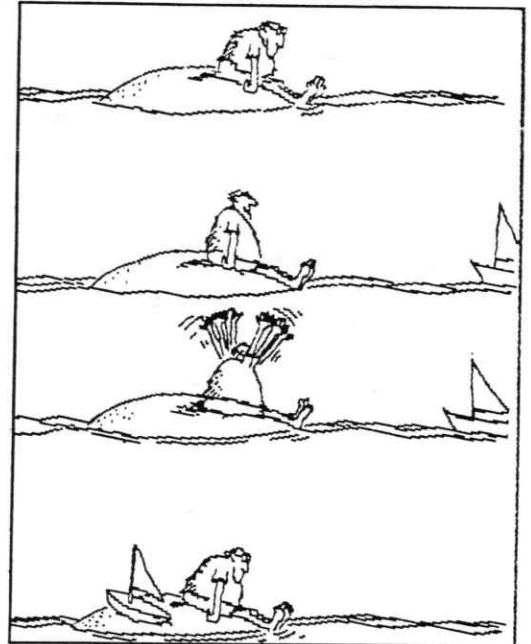
(Note: There was no heading, date or signature on this letter of reply.

(In regard to the \$16.00 shirts, R.Peter advised the Board on Thursday evening that there was, in fact a twelve shirt minimum order.)



## Metric & American National, Tap & Clearance DRILLS

mm	Decimal Equivalent	Metric Screw Size (mm) X Pitch (mm)	American National Screw Size Threads Per Inch	Tap Drill mm	Tap Drill Decimal Equivalent	Tap Drill Wire Gauge	Tap Drill Wire Gauge	Clearance Drill mm	Clearance Drill Dec. Equiv.	Clearance Drill Wire Gauge	Clearance Drill Wire Gauge
	.021 .034		0000-160 000-120				78 71				73 63
1.0	.039	M1.0 x 0.25	100	0.75	.030	68		1.0	.039	61	
1.2	.047 .047	M1.2 x 0.25	100 00-90	0.95	.037	63		1.2	.047	56	
1.4	.055 .060	M1.4 x 0.30	83 0-80	1.10	.043	57		1.4	.055	54	55
1.6	.063	M1.6 x 0.35	71	1.25	.049	56		1.6	.063	52	
1.7	.067	M1.7 x 0.35	71	1.35	.053	55		1.7	.067	51	
1.8	.071 .071	M1.8 x 0.35	71 1-72	1.45	.057	54		1.8	.071	50	
2.0	.079	M2.0 x 0.40	63	1.60	.063	52		2.0	.079	47	48
2.2	.086 .086	M2.2 x 0.40	63 2-56	1.80	.071	50		2.2	.086	44	
2.3	.090	M2.3 x 0.40	63	1.90	.075	49		2.3	.090	43	
2.5	.098 .098	M2.5 x 0.45	56 3-48	2.05	.081	46		2.5	.098	40	
2.6	.102 .112	M2.6 x 0.45	56 4-40	2.15	.085	44		2.6	.102	38	
3.0	.118 .125	M3.0 x 0.50	50 5-40	2.50	.098	40		3.0	.118	32	32
3.5	.138 .138	M3.5 x 0.60	42 6-32	2.90	.114	33		3.5	.138	29	
4.0	.158 .164	M4.0 x 0.70	36 8-32	3.30	.130	30		4.0	.158	21	19
4.5	.177 .190	M4.5 x 0.75	33 10-24	3.75	.148	26		4.5	.177	16	
5.0	.197	M5.0 x 0.80	31	4.20	.165	19		5.0	.197	9	11



### Has Your Boat Come In?:

Whatever happened to those marvelous prizes at the Parade of Boats? The crowd dispersed on Parade day before the raffle could take place. And, the June 20th club meeting was too chaotic to squeeze it in. Come on out to the meeting on July 18th, and we'll try to pick a few winners.

*John Bishop*

# July Meeting Notice:

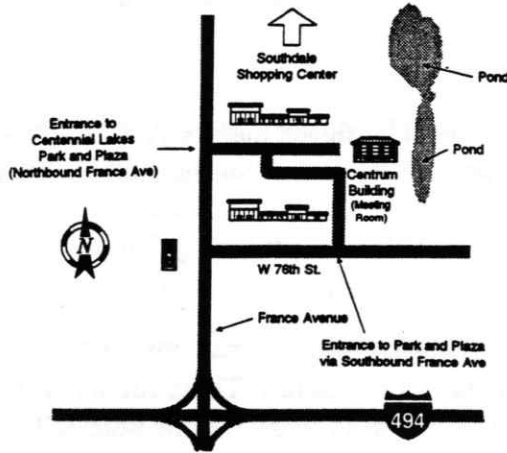
(Third Tuesday of the Month)  
**Tuesday, July 18<sup>th</sup>**

**7:00 P.M.**

Following the Open Board Meeting at

**6:30 P.M.**

**Centrum Building**



Commodore:  
 V.C. & Class Sec., CR-914  
 V.C. / Scale  
 V.C. & Class Sec., Marble'd, 12-M  
 V.C. / Treasurer  
 Newsletter Editor

Dick Kjellberg  
 Charles Bottemiller  
 Jeff McCabe  
 Paul Olsen  
 Gary Phillips  
 Jim Smith

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