



# SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

July 1997

Volume 6, Number 7

**Commodore's Corner:** Many thanks to all of the members who participated in the Parade and the Roseville Independence Day celebration. It is truly a pleasure to be associated with an organization that is composed of individuals who are willing to give of their time and effort for the good of the group. *Dan*

**Parade of Model Boats:** Beautiful weather was once again the order of the day for the Parade. 76 degrees and sunny with light winds...boy, are we gonna get it one of these years! 35 old and 7 new members from A (Anderson) to Z (Zbikowski) participated.

The official count by Jason McCabe was 106 boats. The highlight of the day was the burning bush boat. Too bad that the smoke flow was of such short duration as it was really impressive while it lasted. We'll have to perform that trick a couple of times next year!

Bill Bach managed to, once again charm the public with his golden throated announcements. And, for the second year running, I missed a visit with Bill, Sr. Reportedly, he was there but I didn't make contact. Sorry, Bill! It was especially gratifying to see Glenn Anderson once again...up and around. Congratulations, Glenn! Art Ehlert representing the "Millpond Marauders" made it over from Waupun, Wisconsin. I hope we didn't disappoint you by not burning up a race course with our *Fairwinds*, Art.

Finally, we distributed 150 newsletters during the show along with 80 membership applications.

**Roster:** In addition to the seven new members mentioned above, we have signed up six more folks since...as a direct result of the parade. Membership now stands at 84, well ahead of our usual pace.

**"Rosefest":** While exhibiting total disregard for threatening weather, a dozen members with 17 boats attended the holiday gathering in Roseville on July 1st. The evening was cut short by a tornado warning and the "big storm". Several members stopped at the Rosedale Baker's Square on the way home and got stranded for over an hour by deep water. At least one of the stalled cars in front of the restaurant was seen afloat. There was more "boating" that night than most folks expected...or needed, and the trip back to Edina took twice as long as the trip out.

**Question of the Month:** Last month's answer: The name of the ship while sailing under the Confederate flag was..."Stonewall". (Certainly, not Abraham, Ed.)

(From the book: *Divided Waters* by Ivan Musicant)

Kirk Brust came through with the correct answer just two days after the newsletter hit the streets. No one else even ventured a guess! I assume that George's question was too tough. So, here's an easier one!

**Q:** (Submitted by Ken Stoltenberg) According to the U.S.Navy Cruiser Sailors's Association newsletter...

Why is a ship called "SHE"?

**Hurry Up!:** There is still time to enter the Wisconsin Maritime Museum's 21st annual Model Ships and Boats Contest during the first weekend in August. Glenn Anderson and Dick Edge represented us last year. Is this year your turn? For information, write to: Jay Martin, Curator, Wisconsin Maritime Museum, 75 Maritime Drive, Manitowoc, WI 54220. There's a special award for Great Lakes boats...Kurt? George?

**Membership Meeting, 6/17:** 21 members in attendance.

Doug Person showed several different style shirts which are available from a new vendor. He will do a bit more investigation before any final decision is made. P.Olsen moved that \$100 be allocated for set up of the new logo sewing pattern on the vendor's computer. So moved.

New member, Andy Zbikowski presented several options that the club can take in order to maintain a presence on the "web". He will do a bit more research and try to find the least expensive route for us to follow.

D.Campbell showed the new Kyosho, ARF wooden runabout. Very little time or work is required to get one of these in the water.

**What's Up, Doc?:** My apologies for the abbreviated Schedule of Events printed below. Two full pages were needed for the interview with Joe Hjelmstad on pages 2 and 3. Since there is some really "good stuff" there, I didn't want to leave anything out!

- Jul.** 15th.(Tu.) Membership Meeting  
Centrum Building 7:00PM - 8:00PM  
(Show and Tell)
- 20th.(Su.) Big "E"  
South Pond 1:00PM - 4:00PM
- 26th.(Sa.) Minnesota "Splash"  
Both Ponds 10:00AM - 7:00PM
- 31st.(Th.) Handicap Sailing  
South Pond 6:00PM - 7:00PM
- Aug.** 2nd,3rd.(Sa,Su.) Maritime Museum Contest  
Manitowoc, WI 2 Full Days
- 9th,10th.(Sa,Su.) Antique Boat Rendezvous  
Excelsior 9:00AM - 4:00PM
- 24th.(Su.) All Class Sail Regatta  
North Pond 1:00PM - 4:00PM

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**Questions About Dumas Mahogany Skinned Boats:** As you have probably noticed, Joe Hjelmstad has been conspicuous by his absence at the pond of late. For those who are not aware, Joe has taken a position with the Battle Lake Police Department. Before Joe "got away" I thought that it would be a good idea to pick his brain in regard to those magnificent Dumas models that sail from his shop.

I wrote a letter to Joe, asking a series of questions which I thought pertinent to the building of the Dumas boats. My questions and his answers are printed below, in an interview format:

**Q:** Do you do anything special to the formers and stringers prior to applying the diagonal 1/16" sub-planking?

**A:** Before applying the sub-planking I try to sand all the ribs, stringers and formers so that the edges are angled the same way that the sub-planking will be. By doing this, you get more surface contact for a better glue joint and cleaner lines.

**Q:** What adhesive do you use for the plywood?

**A:** Zap-A-Gap CA+ (green label) [this is a gap filling, medium speed, 10 second cyanoacrylate]

**Q:** Do you use the kit supplied plywood? Would thinner ply be worth a try in order to get a lighter boat?

**A:** All the supplies that I used were supplied in the kit. The *Typhoon*, *Triple Cockpit* and the *Utility* only use plywood on the bottom with balsa on the sides so the weight loss would be minimal. As for the *Barrelback* and the *Cobra*, I would be worried that lowering the weight would lower the stability and handling. Since I have had no trouble powering them I would hesitate to change anything. The *Runabout* may be a different story since it uses plywood for the bottom and the sides, is 36" long, and from the reports I have heard, can be a major power problem. Rather than going to a thinner plywood, I would contact someone (like me) who has built the *Triple Cockpit*, 41", with balsa sub-planking and perhaps try changing to balsa.

**Q:** How much preparation is done to the plywood before moving on to the mahogany? How thin do you sand the plywood?

**A:** The amount of preparation is directly related to the amount of care taken forming the frames and stringers and putting on the sub-planking. If you take the time to check the fit and glue the pieces so that they are flush with each other and tight there is very little additional preparation necessary. If you have pieces that do not fit well you have the choice of gluing another piece of plywood the same width on the low section of the plank and sanding smooth or using body putty. I would recommend them in the order listed for reasons of quality, strength and weight. When it comes to sanding, the less you need the better. My arm gets tired. The surface should be smooth along the hull with no steps from plank to plank.

**Q:** Is there any preparation of the mahogany required before application?

**A:** I try to chose pieces that fit where I need them, flat or curved, but the only preparation I do is to slightly bevel the edges so that they fit tightly against the next plank.

**Q:** What adhesive do you use for the mahogany?

**A:** Zap-A-Gap CA+ (green label) with Zip Kicker Accelerant. Buy the big bottle, you'll need it!

**Q:** How tight a fit do you try to get between the mahogany strips?

**A:** When you are doing the mahogany planking, anything above the waterline will show so the tighter they fit the better it looks. If you get a gap, don't worry as all you have to do is trim a piece of scrap to fit the gap and glue it in. Fill in pieces are OK. Gaps are not! If you try to fill them with glue some will turn white and then you will have a real mess so take your time and fit a piece of mahogany in any open spaces.

**Q:** How do you hold the mahogany to the ply while the adhesive sets?

**A:** With my hands, what else! No really, because of the shape of the boats, clamps are an impossibility. This is where the Zip Kicker comes in. Check the fit of the entire plank that you are putting on then start at one end and glue it in short sections (6" or less). Lift up the loose end of the plank and run a bead of glue in place, let gravity help you in the tight spots, hold the plank in place making sure it is tight to the next plank with one hand and hit it with the Zip kicker with the other. You may have some spots that need a little extra help with the kicker but not too many. The less glue that squeezes out the better, so just a thin bead is needed. The Zip kicker will not discolor the wood or stain so don't be afraid to use it liberally to be sure that the bond is tight.

**Q:** What type of filler, if any, do you use between the mahogany strips?

**A:** None, see above.

**Q:** How thin would you estimate that the mahogany is by the time you are ready to fiberglass the hull?

**A:** The mahogany starts at about 1/12 of an inch thick and I try to sand as little as possible, I would guess it ends up at around 1/16 of an inch, maybe a little less. If you need to take more off you can, just so that you don't go through to the plywood sub planking.

**Q:** Do you stain the mahogany prior to glassing?

**A:** Yes. I use the powdered stain supplied in the kit.

**Q:** Does glue in the seams show up as unstained or lighter in color?

**A:** I have not had that problem since I use small wedges of wood rather than glue or putty to fill small gaps. Any glue which squeezes out on the mahogany surface will be sanded off in the finishing process. If you have gaps that fill with finishing resin you will see right down to the sub planking and it will appear as a black hole. So, avoid those gaps!

**Q:** What weight fiberglass cloth do you use? Is there any particular brand or type of weave that performs better than others? Do you tack the cloth to the hull with 3M-77 or similar product?

**A:** I use SIG 2 ounce cloth with SIG polyester resin. The only reason I use them is because I started with them and haven't had a reason to change. I don't use anything to tack the cloth to the hull but see no reason why you couldn't. I have been told that it would not discolor the wood, but emphasise that I have not tried it myself.

**Q:** How do you blend the cloth where the lower hull glass and deck glass overlap?

**A:** I do not overlap the glass at the seams, I butt them together. The reason for the glass is more for water tightness and finish than it is for strength so don't worry about overlapping.

**Q:** What tool do you use to apply the polyester resin?

**A:** The cheapest 1 inch paintbrush that I can find. I put it on pretty thick, but just shy of where the resin begins to "run". I have tried a foam brush but got bubbles in the resin.

**Q:** Can you cover the entire hull bottom with one piece of cloth in order to avoid those butt seams?

**A:** I am usually able to cover both sides of the bottom with a single piece of cloth. After that sets up well enough to handle, I do one side, let it set up, then the second side, the deck and then the transom, in that sequence. I have butt joints at all of these "corners" and have not had any leaks so far. If you get all of this accomplished within 4 to 6 hours you can apply the second and subsequent coats all over the boat at one time.

**Q:** How many coats of resin do you lay on before applying the cloth? How many coats afterward?

**A:** I put the cloth on with the initial coat of resin being sure that the cloth is well saturated and down smooth. I put a minimum of 4 additional coats on before sanding in order to keep from sanding into the cloth. If you hit the cloth while sanding, you have to build up the resin again so be patient and build it up sufficiently the first time. That will save a lot of extra work and lost time.

**Q:** What is done to the surface between coats of resin?

**A:** If you continue to add coats of resin until you have it as thick as you want in a single day you don't have to do anything between coats. If it is more than 4 to 6 hours between coats as noted above, you should scuff the surface with 100 or 150 grit paper between coats so that the next coat has something to adhere to.

**Q:** How is the final finish polished? How long should you wait before sanding and polishing?

**A:** Wait 24 hours, 48 is probably better before you attempt the final sanding. The final finish is elbow grease and Bare Metal (brand) Plastic Polish from the hobby shop. First sand with 60, 100, 150, 220, 320, 400, 600, 800, 1000 and 1500 grit paper. The 1500 is optional. Then polish with the Bare Metal Plastic Polish and *POUF!* It's as easy as that, no varnish, no clear coat, just polyester resin and elbow grease! I sand dry, using a sanding block where possible down to about 220 grit. I then switch to wet and just use my hand since from here on down, it's primarily a polishing act rather than a sanding one.

**Q:** How do you adhere the plated hardware to the finished hull?

**A:** Dumas supplies some 1/16" brass stock that is used to hold the pieces on. Just drill into the hardware and glue in a small piece of the stock. Then drill a hole in the proper place on the deck and glue it in. Dumas recommends that you use it on selected parts. I believe that you should use the technique on all parts that do not have some type of mounting tab already cast on.

Joe added the following comments: Be creative. Don't forget about lights, sound, SKIERS, and all sorts of extras. It's a good idea to run some wires for lights and a tube for your antenna through the frames before you start planking. You may want to add a second battery pack for longer run time. One fits nicely under the front seat of the *Barrelback* and the *Runabout*.

The Dumas Chris Craft series really has been a joy to build. If it wasn't, I would not have built three of the series on the way to six, including 2 *Barrelbacks*. They are not an easy project but not impossible either. Time is the most important thing, take your time and do things right the first time and you can't go wrong. Figure 250 to 400 building hours depending on ability and experience, but all the hours fade away when you see the boat plane across the pond for the first time and all you can think is... "I wonder if the other Chris Crafts run this well?" *Joe H.*

Joe Hjelmstad can be reached at: Battle Lake Police Department,  
Battle Lake, MN 56515.

Welcome new members: Kyle Blaha, Mpls., Lyle Boyer, Bloomington, Stephen Capiz, Mendota Hts., Ron  
Esse, Edina, Jerry Fredrickson, Bloomington, David Halverson, Plymouth, Paul Miller, Wyoming,  
Joel Nelson, Eden Prairie, Fred Porter, Bloomington, John Schermeister, Brooklyn Center,  
Steven Schmit, Minneapolis, Josh Strandberg, Bloomington, Andrew Zbikowski, Corcoran, 426-5616

# July Meeting Notice:

(Third Tuesday of the Month)  
**Tuesday, July 15<sup>th</sup>**

**7:00 P.M.**

**Centennial Lakes  
Centrum Building**

Commodore:	Dan Proulx
Vice Commodore	Dave Bros
Vice Commodore	Doug Campbell
Vice Commodore	George Pfeifer
Vice Commodore	Joe Hjelmstad
Treasurer	Gary Phillips

Newsletter Editor Jim Smith

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