

March Newsletter

John Bertelsen <[REDACTED]>

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March 2022 Membership Meeting, News and Other Things

The cleaning up of the cage went very well! A big shop-vac exercise to clean all the surfaces is the most important. I would show a before and after picture but you really would not see the difference that way. Next time you need to stop in the cage you will surely notice the difference.

This time we needed to go through a file cabinet that was formerly located in the hall end closet in the pavilion where the administrative offices are located. This cabinet showed what meticulous records were kept in the early days of the club. Unfortunately almost none of these files are relevant any longer and most of the contents were discarded. Over the past cage cleanings we have really narrowed down the items that needed to be discarded or were no use to the club anymore, and there were just a few items remaining that either 1) need to have a reason to keep, 2) need to find a new home, or 3) need to be tossed out. Here are the items:

Metal file cabinet, metal frame on wheels that was formerly used to hold



the board of radio frequency assignments.



Two wooden book cases, one on wheels, suitable for garage or shop use. We might want to keep one for our use in the cage.



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Four smaller wheels in the wagon with the white rims. Look to have never been used. Under the four are the two larger wheels with yellow rims that were used to move the portable skipper's stand that currently functions as a storage surface. Previously we discarded the bent axel.



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Clockwise from lower right:
-boat hull, needs all internals.
-brand new Futaba radio in box.
-PVC tube with end caps, empty. On the tube it says "EMYC Burgee, Flag Pole Key".
-box of clothes pins for frequency numbers?
-clear plastic box with Parade items (this was retained and stored in the cage).
-Weight scale.

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Clockwise from lower right:
-Boat winch with strap, lead ingots, rope coil, two medallions, high lighters, EMYC



Rob Segal has offered to update the two medallion style signs, which were discovered in the infamous hall closet, for the 30 anniversary of the club. This consists of replacing the “20th” with “30th” and the year to 2021.

Show and tell:

Rob Segal brought some of the cast boat parts from a Legend Model Boat kit for a 1952 Century Seamaid. Unfortunately the parts were so small that it was beyond the capabilities of my phone, but the point was for comparison to similar parts in Dumas models. The Legend parts in general were of a better finish though some still had the rough cast texture of typical Dumas.

In the past several years the club has been the recipient of boats from the estates of former club members. In particular, club member Fred Ferris donated quite a few boats, one of the more interesting was one of his Fairwind boats with which he participated in quite a few regattas at other clubs. I have told this story before but since there are quite a few new members it is worth repeating for the history of this boat. Fred’s “deal” was he always showed up with a dirty (filthy might not be too much of an exaggeration) boat, which would put off the unsuspecting other skippers. Then Fred would race with the boat and start spanking them all.

After donation the boat sat, dirty, for a while in the cage until I took pity on it and brought it home. If I remember correctly the rudder servo was out, and subsequently replaced. The inside of the hull was shocking as it is probably the cleanest Fairwind I have ever seen! Just pristine! Then the cleaning and polishing of the exterior started, and it was like a barn find. I must have called Terry out to the garage four times to see what was happening to the boat! What a transformation it was. So much fun to clean it up! Added a black stripe along the hull and it really was a beauty with just the right amount of racing patina. Now maybe the most striking feature of the boat was the signatures on the sails. The jib was signed by the participants in the 2003 Fairwind Nationals at Centennial Lakes, and the main was signed by the participants in the 2002 Nationals in Ann Arbor Michigan.



This is history connected with this boat, and at the top of each sail is the signature of our own Tony Johnson. Unfortunately the historic aspect of this boat was not shared by the

people I showed the boat to. I got a quick look away into the distance or a wrinkle of the nose. These boats are absolute classics, the DF boat of the 1990's. Everyone had one, all the clubs raced them. I still say '57 Chevy is an apt comparison. Beautiful boat, just can't run with the newer stuff. I love mine. So it needed a face lift, i.e. new sails. Off to Tony Johnson's house as Tony offered to make new sails as he had done for my Fairwind. Tony and I made and installed the new sails (meaning Tony let me "help") and the transformation is complete:



Really a pretty boat! And the previous sails are preserved for the future owner.

30 Years Ago

In the hall file cabinet was an envelope on which was written "Yacht Regatta 10/10/92".

So I could save this until October of this year but since we are talking Fairwinds a few pictures from this Regatta are right in tune with the conversation:



Ralph Peter, the first Commodore! Notice the board and frame in the background.





The Fairwind was the boat of its time. Love these older pictures of Centennial Lakes. Not even sidewalk around the pond yet in these photos. Can you tell where this was held in the park?

In the March 1992 newsletter Commodore Ralph Peter wrote an article on sailboat racing rules - simplified rules for club racing, full AMYA rules for racing with other clubs. Ralph went on to describe the types of sail races that are planned for the year:

- Olympic Course - a triangular course with 2 windward legs, 2 broad reach legs, and
- a downwind leg.
- Circle racing around buoys.
- Balloon tag.

Bob Lund wrote an article about the first ever Parade of Boats to be held on Sunday, June 7, 1992.

The Parade ran from 2 to 6 pm, with sailing events as described above starting at 2:00, at 6:00

was an actual parade of boats, and after all that it was followed by a band concert.

The Burnsville

Scale Model Boat Club was invited to participate.

There was also an update on the America's Cup Racing.

For the complete newsletter go to:
http://www.emyc.org/NewsLetters/92_NewsletterMarWeb.pdf

Coming Up

Our own first ever, this time a breakfast to open the season and three pond race, is at the end of

next month, Saturday, April 30th from 10:00 am to 12:00 noon in the Hughes Pavilion.

Pinstripes is

catering in with scrambled eggs, bacon, potatoes, Belgian waffles, juice, water and coffee. We

have to get a head count of who is attending and if you are bringing a guest. Respond to Terry Bertelsen

at [REDACTED] as soon as you can - please!

The water will be getting soft soon so keep going on your projects and see you at the April (already - yea!)

19th meeting!

John Bertelsen
Commodore
Edina Model Yacht Club

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www.emyc.org

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Vice Commodores: Gary Tschautscher, Tim Crain, Rob Segal

Treasurer and Membership: Julia Moen

Sailboats: Tony Johnson

Scale Modeling: Kevin Waldo

Fast Electrics and Website: David Petrich

Zoom Meetings, EMYC and ODOM Forums: Gary Tschautscher

Dry Dock Party: Terry Bertelsen

Face Book: Richard Dahlquist, Todd Moen