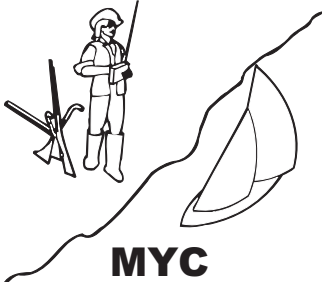


## MINUTEMAN



MYC

# Minuteman Model Yacht Club

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**Harbor Master:** Ben Pratt, 131 Windermere Rd., Newton, MA 02466 (617) 965-0377

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**Newsletter Publisher/Editor:** Jim Linville, 57 Edgewater Road, Hull, MA 02045 (781) 925-0045

**Minuteman Model Yacht Club Web Page:** [www.amya.org/club/25/](http://www.amya.org/club/25/)

OCTOBER 2001

## About Minuteman Model Yacht Club

The Minuteman MYC is dedicated to the development of all aspects of model sailing. Dues for the year 2001 are \$15.00; checks should be made out to "Minuteman MYC" and sent to Jack Sullivan at the address above.

Formal trophy regattas are held regularly. From April to June. Informal sailing sessions are held on Tuesday evenings between 5:00 PM and Sunset, and on Sundays beginning at 10 AM at Needham Reservoir, and at Rosemary Lake in Needham until November. Indoor meetings are held monthly between January and March.

The club recommends that new members select the Soling One Meter class yacht as their first boat. The Soling One Meter is a low-cost, entry-level, one-design boat. It is available in kit form, and a complete, ready to sail yacht can be built for less than \$250, including radio.

If you have questions, don't hesitate to call any of the officers listed above. Or come and see us on Tuesday evening or at one of our regattas. Also, check out the AMYA web page on the Internet <[www.amya.org](http://www.amya.org)>. Our club's web page can be reached at <[www.amya.org/club/25/](http://www.amya.org/club/25/)>



Alain Jousse of Portsmouth MYC presents the First Place trophy for Soling One Meter Interclub Five to winner Ned Lakeman of Laconia MYC while Carroll Bures of Martha's Vineyard contemplates what might have been and Jim Linville proves that he can rub his belly and hold a Third Place trophy at the same time.

## Soling One Meter Interclub #5

By Jim Linville

*Editor's Note: No report for Interclub 5 was received (just the scores). Therefore, since I participated, I'll do my best to report what happened by memory. No promise that I'll get it all right. DON'T count on me doing this again!*

Altogether, Sunday, September 9th was a pretty good day. The sun was shining, and the wind was blowing when eight Region One Soling One Meter skippers got

together in Portsmouth, NH to sail Interclub Five. As usual, Ned Lakeman of Laconia MYC, outstripped the competition. Carroll Bures, Jim Linville, and Alain Jousse seem to be able to stay close (winning an occasional heat), but they just don't seem to be able to sail as consistently as Ned. Tom Ogg of Penobscot Bay MYC has been steadily gaining on the field as

(Continued on page 2)

### IN THIS ISSUE:

- ⇒ **Interclub #5**
- ⇒ **Chuck Winder**
- ⇒ **Regional Schedule**
- ⇒ **Sue Linville Memorial**
- ⇒ **US1M Regional**
- ⇒ **Herman Kraus**

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(InterClub 5, Continued from page 3)

he acquires thumb time. Tom will be a force to consider next year.

Following Interclub Five, Minuteman MYC (MMYC) holds a slim (8.75 pt) lead over second place Laconia MYC (LMYC). But that's not the whole story. Martha's Vineyard MYC (MVMYC) is only 235.75 points back and Interclub Six will be sailed on Martha's Vineyard on October 13th. If history repeats itself, MVMYC will easily win Interclub Six, and (unless Laconia and Minuteman can both manage to get at least two skippers to the Island) MVMYC will easily lead the series following Interclub 6, and the series championship will not be decided until the final regatta is sailed at Rosemary Lake on November 4th.



### Interclub 5, Portsmouth, NH, September 9, 2001

Ned Lakeman	24.50	Laconia MYC
Carroll Buress	34.50	Martha's Vineyard MYC
Jim Linville	43.75	Minuteman MYC
Alain Jousse	44.50	Portsmouth MYC
Tom Ogg	48.00	Penobscot Bay MYC
Joe San Antonio	60.00	Laconia MYC
Ron Muise	72.00	Laconia MYC
Bill Ahlgren	77.00	Laconia MYC

### Cumulative Club Scores Following IC/5

	IC/1	IC/2	IC/3	IC/4	IC/5	Total
Minuteman MYC	272	384.00	280	305	443.75	1684.75
Laconia MYC	600	600.00	156	181	156.50	1693.50
Martha's Vineyard	181	250.00	600	455	434.50	1920.50
PBMYC	600	600.00	139	474	448.00	2261.00
GHMYC	242	505.00	463	600	600.00	2410.00
Stowe	600	159.25	600	600	600.00	2559.25
CAMBYA	600	376.75	600	600	600.00	2776.75
Portsmouth	600	600.00	600	451	444.50	2695.50

## Rule 18 When Boats Meet at Marks and Obstructions

By Chuck Winder

CR-914 Class Secretary

This rule determines when a boat must give another room to pass a mark of the course. There is a subtle aspect to this rule that was recently discussed at Redd's Pond.

A figure from page 155 of Perry's RRS text is attached.

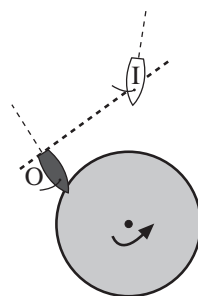
Boat O is sailing on a port tack reach to round a mark to port. Her bow is at the four-boat-length zone. (For a CR 914, it is 12 feet from the mark.)

Boat I on starboard tack is overlapped inside of O. O must plan to give I room to round the mark. It doesn't matter how far boat I is from the mark.

Recall that "overlapped" means that any part of I is forward of an imaginary line drawn perpendicular to O's stern. That line is infinitely long.

In model racing on small ponds I might be traveling much faster than O and can arrive at the mark at the same time as O.

From Dave Perry's Text, Page 155



Even though I is well Behind O, I has an inside overlap when O reaches the four-length zone; therefor O must keep clear of I and give I room until both boats have passed the mark.

## Connecting Batteries Directly to Servos

By Chuck Winder

CR-914 Class Secretary

When power from the battery is routed through the Rx and then to the servo in the conventional manner, there is a voltage loss that reduces servo torque. A sail servo is about 10% stronger if it is connected directly to the boat batteries instead of through the receiver.

One way is to splice a connector directly into the positive and negative leads of the sail servo. Use a connector that accepts the connector in the wire from the battery switch. (For those who don't use a switch, match the connector on the wires from the battery.)

Doing this sends battery power to the servo AND the receiver. The battery receptacle on the receiver is not used.

A wiring diagram is supplied at the bottom of page 3.

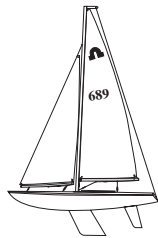
Q. Why did the chicken cross the road?

A. To prove to the possums that it can be done.

**FOR SALE!**

**Victoria**

Partly assembled. Never sailed. Radio and all servos included. Paid \$260 new. Asking \$150 + s&h. Please e-mail for more info to skoval@mediaone.net or call Sam at 781-784-6626.



# Susan Linville Memorial

By Jim Linville

Eleven of Sue's sailing friends got together on Labor Day (Monday, September 3, 2001... less than a year after she left us), we had a good time sailing, and we raised \$177 for charity in Sue's memory. She would have loved it, and she would have been touched and proud. The original intent was to raise money for cancer research, but the more I thought about it, the more I realized that she would have wanted the money to be used for something more personal... something much closer to home. Therefore, I have decided to give this year's money to our Club's Hospital School Sailing Program. I believe she would have preferred it that way. (Please note that this is a unilateral decision on my part, and I think we should discuss it at one of our winter indoor meetings because other club members may have better ideas for future Memorial Regattas.)

Sue not only built great race boats, she also built fine scale power boats and scale sail. Her model of the schooner Emma C.

Berry is one of the best I've ever seen. When she passed away she had two models under construction a Boothbay Lobster Boat kit and a scratch built Beetle Catboat; both to be radio controlled. My plan is to finish them when she lets me know it's OK. To represent her on this Memorial Day, I brought along her RC scale model of the tug boat *Sequin* which she adapted from a Laughing Whale kit. It ran beautifully and cut quite a wake on Rosemary's smooth waters.

Anyway, we had a great day of open racing (something Sue didn't particularly like — if she had her "druthers" I'm sure the Sue Linville Memorial would have been a Soling One Meter Regatta). Sue loved her Soling and she sailed it well. She didn't really like "Open" regattas because she didn't think it was "fair" for 10 pound one designs to race against developmental classes and other boats with size and design advantages that can't be matched by tightly controlled bleach bottles.

As usual, Ben Pratt was the winner. Ben sailed his Archer II (Marblehead) to nine firsts in 13 heats. Fran Gowash (Star 45), John Whalen (IOM), and I (US1M) all managed first place finishes when Ben gave us too much of a head start, but Ben's Marblehead was just too much for the slower field. If we're going to keep scoring open races the way we do, I've decided to build a catamaran with a wing sail this winter. Look out!

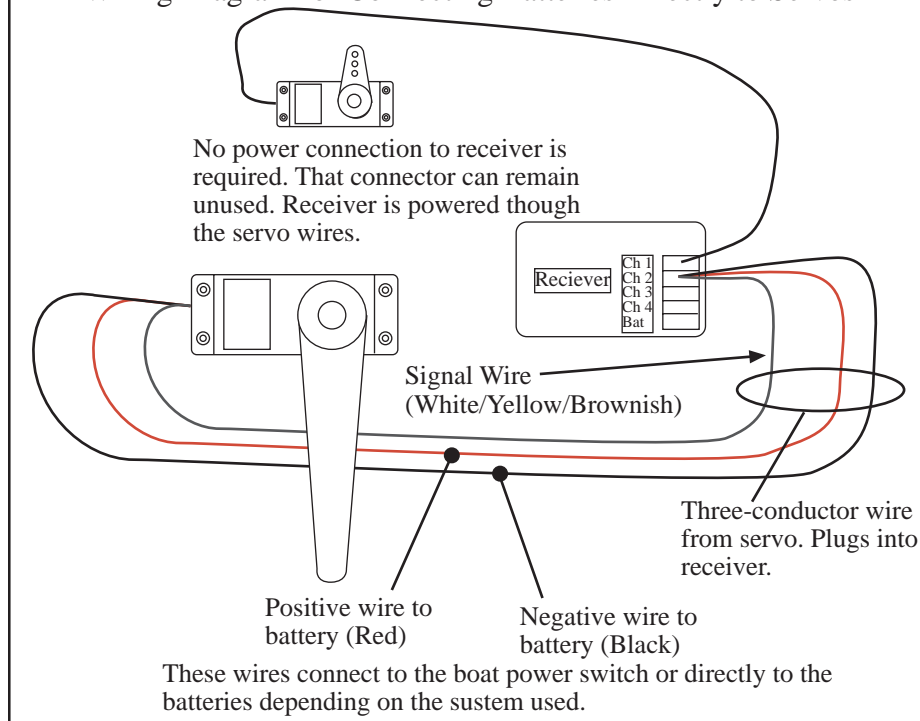
With all that said, I must return to the original premise. It was a good day for sailing, everybody had a great time, and we raised \$177 to be spent on the kids at the Hospital School. What could be better?

Using the new positive progression (high score wins) system (another thing I want to discuss this winter), the scores are:

Skipper	Class	Score
Ben Pratt	M	127
John Whealen	IOM	115
Fran Gowash	Star 45	110
Jim Linville	Star 45/US1M*	106
Cliff Martin	S1M	75
George Greenhalge	EC-12	74
Tom Gibbons	EC-12	58
Ram Miller	US1M	53
Ed Childs	S1M	39
Bob Francis	IOM	34
Jim Scarcia	S1M	16

\*As RD I ruled that I could switch boats in the middle of the race. RHIP!

## Wiring Diagram for Connecting Batteries Directly to Servos



## FOR SALE!

Credit at Hobbytown hobby store for \$320 or any part thereof. Selling at 40% discount. Stores located in Hanover and Quincy. Please e-mail for more info to [skoval@mediaone.net](mailto:skoval@mediaone.net) or call Sam at 781-784-6626.

## Mike Sturgess Wins US One Meter Region One Championship Regatta

By Tony Bosco

"To promote or not to promote?" that is the question. Well, if anyone came to either the U.S. One Meter Regional or the U.S. One Meter National Championship Regattas, you would have to say "WE" promoted a great show of sportsmanship and in a gentlemanly-like manner. I observed many, many times skippers allowing others room at marks, leeward right of way, overlaps, giving room, starboard tacks, and just plain gentlemanly sailing performed at both events.

The 2001 U.S. One Meter Region One Championship Regatta was sailed At Hop Brook Lake in

Naugatuck, CT on September 16, 2001, under the sponsorship of the Housatonic Model Yacht Club. We had seven Bob Sterne *Venoms*, four Blackwell *Bobsleds*, two Steve Andre *Talons*, one Bantock *Valkery*, and one scratch built *Confusion*!

The wind was very, very light. The lake was very nice to sail (no weeds!), the area where we sailed was only 18 feet

from the shore, and the water was 18 feet deep. I have to say again, NO WEEDS!

We sailed 12 races with one "throw-out". The results are listed below:

The day was a beautiful, sunny 70° F and I would like to think that everyone had a fun-filled day. The scoring could have been a little better, but the finishes were very crowded. And, as you can see

by the scores, it was very close. Some fellows could have done a little better if they didn't run into trouble! (Yo, Bob, please note!)

After the Awards, we had a nice little picnic of Subs and Chicken Dinners. I thought a little meal like that would make

the ride home (for some, over three hours) a little more comfortable.

Thanks to Fred Harwood, Sharon Gowash, Mrs. M. Zucchini, Dick Mohr, and Sam Bass for all their help in the directing of a most wonderful day of sailing US One Meters. Thank you also to everyone who participated for making my job so easy!



Mike Sturgess cuts off David Hopkinson as David tries to cross the fleet. (Photo by Walter Chapman)

## TAKE IT EASY

By Herman Kraus  
Space Coast MYC

From *The Dockline*, May, 1997

Although the general principles of rigging and sail tensioning hold for all classes of boats this article is intended specifically for the Soling One-Meter Class. It has been my observation that some skippers are prone to tension their sails and standing rigging much too tightly and as a result boat performance suffers greatly. Additionally, this over tensioning can result in mechanical damage to the boat and permanent deformation of the hull and or sails. What follows is a common sense approach to dealing with these problems.

Standing rigging consists of the various stays and shrouds used to maintain the mast in an erect position. When standing rigging is set too tight it can impose excessive loads upon the mast, deck, hull, and fittings. With the exception of the jibstay, tensioning of various parts of the standing rigging should be such that they are slightly tighter than the amount necessary to remove any visible slack in the affected part. Correct tensioning of diamond stays (which keeps the mast in a straight line athwartship) is achieved when the mast cannot be caused to bend with a moderate sideways pressure on the head of the mast. A very slight bend under heavy pressure is acceptable. Diamond stay adjustments for both tensioning and mast straightness are normally made by varying the effective length of each spreader, however, some boats may use a turnbuckle arrangement on one or both stays.

Shrouds are used to support the mast and keep it vertical athwartship. Shroud tensioning is normally accomplished by adjusting the mast jackscrew, but may also be accomplished using individual adjustments on each shroud. Tension is correct when medium sideways pressure at the spreader results in the opposite shroud just beginning to show signs of slackening. Care must be taken to keep the mast vertical athwartships especially when using individual adjustments.

The jibstay keeps the mast from falling

(Continued on page 5)

	<i>Skipper</i>	<i>Points</i>	<i>Club</i>	<i>Model</i>
1	Mike Sturgess	30	HMYC	Bobsled
2	Dick Hovey	53	HMYC	Bobsled
3	Ken Bauser	54	HMYC	Talon
4	Jim Linville	60	MMYC	Venom
5	Dave Hopkinson	74 one 1 <sup>st</sup>	MMYC	Venom
6	Dick Chandler	74	HMYC	Bobsled
7	Glenn Provost	78	MVMYC	Venom
8	Fran Gowash	80	GHMYC	Venom
9	Bill Pfozter	93	HMYC	Confusion
10	Bert Evans	95	HMYC	Bobsled
11	Steve Zucchini	98	CAMBA	Venom
12	Walt Chapman	118	HMYC	Talon
13	Marcel Zucchini	131 one 2 <sup>nd</sup>	CAMBA	Venom
14	Dick Ellis	131	GHMYC	Bantock
15	Bob Lombard	DSQ	HMYC	Venom

## *New England Model Yachting Event Schedule for October/November 2001*

This list is as complete as possible. Events beginning with "Club" are local club events and may be restricted to members of the sponsoring club. Club names are:

025, Minuteman MYC, Art Jacobsen, (508) 543-1321, <Arthur.Jacobsen@world.att.net>

039, Mystic R/C Sailors, Jake Leo, (860) 536-8087, <jleo@connix.com>

041, Marblehead MYC, Standley Goodwin, (781) 631-5847, <sgoodwin@draper.com>

051, Narragansett MYA, George Greenhalgh, (401) 245-7493, <robbsky@aol.com>

117, Housatonic MYC, Tony Bosco, (203) 879-9211

215, Martha's Vineyard MYC, Glenn Provost, (508) 693-4245, <gprovost@vineyard.net>

Vin, Vintage Model Yacht Group, John Snow, (781) 631-4203, JSnow@drc.com

Other clubs exist, but have not submitted events for this calendar. To submit events contact Greg Vasileff at (860) 455-9939 or via e-mail at <montydog@javanet.com>.

<b>Date</b>	<b>Event</b>	<b>Club</b>	<b>Class</b>	<b>Location</b>	<b>Time</b>
10/6-7	IOM National Championship	086	IOM	Mill Pond, LI, NY	
10/7	Club Champ. Fleet Race	051	EC-12	Roger Williams St Pk, RI	10 am
10/5-8	S1M National Championship	019	S1M	Ashburn, VA	10 am
10/6-7	CR914 National Championship	037	CR914	Evergreen, CO	
10/8	Columbus Day Regatta	025	Open	Lake Rosemary, MA	10 am
10/13	S1M Interclub #6	215	S1M	Martha's Vineyard, MA	10 am
10/14	Chowder Cup Regatta	041	Open	Redd's Pond, MA	10 am
10/27-28	Marblehead National Champ.	171	Marblehead	Ft. Pierce, FL	
10/21	Club US1M #6, S1M #6	025	US1M/S1M	Lake Rosemary, MA	10 am
11/1-3	EC-12 National Championship	017	EC-12	Lake Norman, NC	
11/4	S1M Interclub #7	025	S1M	Lake Rosemary, MA	10 am
11/11	Four Hour Enduro	025	Open	Lake Rosemary, MA	11 am

(Continued from page 4)

backward, supports the luff of the jib, tensions the jib leech, and by its length sets the rake of the mast. Jibstay tension is controlled by the tension of the backstay (used to keep the mast from falling forward). When setting backstay tension the luff of the jib sail should be slackened to permit the jibstay to take the fill load. The final setting of backstay tension is dependent upon existing wind strength. Very slightly eased in light winds, and tighter in high winds (a good approximation or starting point for setting the backstay tension is reached when pressing forward on the masthead causes the forestay to slacken slightly but not become floppy).

After backstay tension has been set the jib luff should be tensioned to remove any horizontal wrinkling or slackness of sail material along the luff. If vertical wrinkles appear on the jib just behind the luff then you have over-tightened the luff. There is a small amount of luff adjustment avail-

able between the disappearance of horizontal wrinkles and the appearance of vertical wrinkling, this may be used in "tweaking" or tuning the boat. Normally the load should be carried by the jibstay rather than the jib luff and on occasion it may be carried equally, but the load should never be allowed to be carried by the luff alone (i.e.: jibstay slack within the doubled luff). Jib twist is controlled by very minute changes in backstay tension.

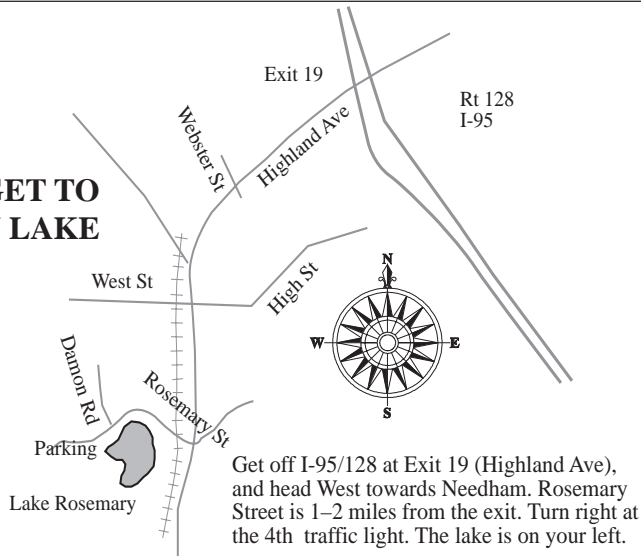
Adjustment of the mainsail luff is similar to that of the jib luff (somewhere between the disappearance of any slackness or horizontal wrinkling and the appearance of vertical wrinkles). Mainsail twist is controlled by the boom vang. When sailing close hauled the downward force of the mainsheet can control twist, but when off the wind mainsail twist is controlled by the vang alone. The vang should be adjusted to give the desired amount of twist when the boom is at its maximum outboard po-

sition. Often in very high winds it is desirable to intentionally induce more twist to "unload" the head of the sail in order to reduce heeling, but this technique should be used with caution since on occasion too much twist can induce a high degree of roll when on a run.

Excessive tensioning of sails in an attempt to flatten them for sailing in high wind conditions can cause permanent deformation of the sail material, particularly along the foot of the sail. Sail camber (a measure of the degree of curvature) is determined by the clew outhaul. The absolute minimum camber used should allow one finger to be easily inserted between the foot of a sail and its boom, and this only when sailing in the highest of winds. Normal camber settings range from about a finger-and-a-half to two-fingers easily inserted between the foot of a sail and its boom.

(Continued on page 6)

## HOW TO GET TO ROSEMARY LAKE



(Continued from page 5)

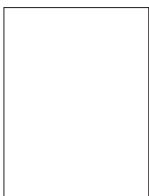
Unless you dismount your rig for transportation and storage maintain the rig tension during transportation to and from the pond since a loose rig will be subject to shock loads as it bounces in response to vehicle jostling. While the boat is in storage rigging and sail tensions should be eased to prevent any deformations which may arise from constant pressure over a long period. Sails are the most fragile piece of equipment and should be handled with great care if they are to perform properly and have a long life. Two of the greatest enemies of model sails are improper storage and being allowed to luff violently for

extended periods. Any creasing or distortion (as may occur if sail material is permitted to lie against sharp or angular surfaces, or as a result of over tensioning) will be permanent and will interfere with smooth airflow across the surfaces of the sail resulting in decreased performance. Violent luffing will "soften" sail material by causing resinated surfaces to break down which will, in turn, allow the weave of the cloth to distort and lessen the ability of the material to hold its designed shape. In both cases the useful life of the sail is greatly shortened. (Sail material of the non-woven type such as Mylar laminated materials can also be distorted and

## ONE LAST THING

Don't forget the Marblehead MYC's "CHOWDER RACE/MESSENGER CUP" regatta on Sunday, October 14, 2001. Send entries to Chuck Winder, 19 Robert Rd., Marblehead, MA 01945 (781) 631-6727 or <chuckw88@msn.com>. The regatta will be sailed on Redd's Pond in Marblehead. It is an "Open" event, and any AMYA class is welcome. Racing from 9:30 AM to 3 PM; Chowder lunch at noon. Entry fee is \$8 per skipper. Make checks payable to Marblehead MYC>.

may undergo delamination by improper storage and/or violent luffing.) Strange as it may seem, most sail damage usually occurs when transporting the rig between the vehicle and the race site or home storage. It is during this interval that the rig is being carried in a more or less fixed position and not allowed to streamline in the ambient wind. As a consequence the sails can flop about and often come up hard against foreign objects or may double over creating creases. Additional damage can occur by the rig getting caught in overhanging branches or doorways. A little care in transporting sails and storing sails can go a long way towards keeping you "engine" in good condition. Remember, take it easy!



Minuteman Model Yacht Club  
c/o Needham Park and Recreation  
Town Hall, Needham, MA 02192

