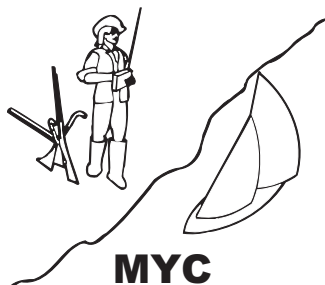


MINUTEMAN



MYC

JANUARY/FEBRUARY
2002

Minuteman Model Yacht Club

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Minuteman Model Yacht Club Web Page: www.amya.org/club/25/

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>. Our club's web page can be reached at <www.amya.org/club/25/>

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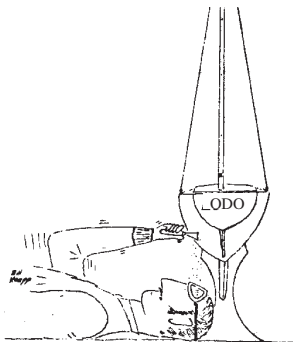
The Best Laid Plans of Mice and Men...

By Jack Sullivan

Sunday, January 13, 2002 was the day we were supposed to have our business meeting for the year 2002. Most of us woke up to a pretty hefty rain storm. That was OK until the rain turned to snow and the weather forecasters started predicting four to six inches of heavy, wet, slippery snow. About 10 O'clock the club officers got together via telephone and agreed that the meeting had better be called off. So, we telephoned everyone we could think of that we had telephone numbers for and put a notice on the Internet. Bottom line is that we notified most of you, but missed one person. What can I say? (How about, sorry Herb, we've got your number now.) Meanwhile the weather in the Canton area turned back to rain so we did not get the accumulation we expected and could have held the meeting anyway. Oh well, the best laid plans of mice and men...

Bottom line is that our business meeting gets postponed until February 10th when it will be combined with the construction meeting.

We hold our meetings in New England in the Wintertime so we better get a fast communication system in effect. Let's discuss it at our next meeting.



Winter is when we make repairs and prepare our boats for next season's sailing.

(From AMYA Quarterly #27)



Minuteman MYC Newsletter Editor, Jim Linville, disguised as a chicken.

(Stolen from the 1999 Wallace & Gromit Calendar)

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Proposed Minuteman MYC 2002 Schedule of Events

By Jim Linville

OK, Guys, so we didn't have a club meeting. No big deal EXCEPT that we didn't get a chance to approve next year's schedule. SO, here's the document I would have handed out IF we had the meeting. We can have the RD drawing at the February meeting.

A few things: (1) there are a number of

S1M Interclub regattas that have not yet been scheduled. I guess we simply have to ignore them and hope we don't create a major conflict. (2) I've left Race Week in Mystic open because there will be so many National and Regional Championship Regattas there during that week that nobody should miss it.

(3) When a race is scheduled on a Holiday,

I've used the "Observed" date.

So... Please check the list below and be ready to discuss it at the meeting on February 10. I've already sent this list to Greg Vasileff (Region One Director) for the regional schedule and to Doug Hemingway (AMYA Regatta Coordinator) so I'll need to make any corrections as soon as possible.

Minuteman MYC 2002 Proposed Schedule of Events

<i>Date</i>	<i>Event</i>	<i>Locaation</i>	<i>Date Last Year</i>
Jan 13	Minuteman MYC Indoor Meeting (Business)	CANCELLED MA Hosp School	
Feb 10	Minuteman MYC Indoor Meeting (Construction)	MA Hosp School	
Mar 10	Minuteman MYC Indoor Meeting (Rules)	Mass Hospital School	
Apr 7	Ice Breaker Daylight Savings Begins	Needham Reservoir	Apr 1
Apr 15	Patriot's Day Regatta	Needham Reservoir	Apr 15
Apr 28	Club US1M #1	Needham Reservoir	Apr 29
May 5	Club S1M #1	Needham Reservoir	May 20
May 12	Club US1M #2	Needham Reservoir	May 20
May 27	Memorial Day Regatta	Needham Reservoir	n/a
Jun 9	Club S1M #2	Needham Reservoir	May 27
Jun 16	Club US1M #3 Father's Day	Needham Reservoir	Jun 10
Jun 23	Club S1M #3	Lake Rosemary	Jun 17
Jul 4	Independence Day Regatta	Lake Rosemary	Jul 4
Jul 14	Club US1M #4	Lake Rosemary	Jun 17
Jul 21	Club S1M #4	Lake Rosemary	Jul 8
Jul 30	Race Week Day 1	Mystic Seaport	Jul 1-5
Jul 31	Race Week Day 2	Mystic Seaport	Jul 1-5
Aug 1	Race Week Day 3	Mystic Seaport	Jul 1-5
Aug 2	Race Week Day 4	Mystic Seaport	Jul 1-5
Aug 3	Race Week Day 5	Mystic Seaport	Jul 1-5
Aug 4	Race Week Day 6	Mystic Seaport	Jul 1-5
Aug 11	Club US1M #5	Lake Rosemary	Jul 22
Aug 18	SSC Open Regatta	Portsmouth, NH	Aug 19
Aug 25	Club S1M #5	Lake Rosemary	Aug 26
Sep 2	Sue Linville Memorial Regatta	Lake Rosemary	Sep 3
Sep 8	S1M Interclub #6	Portsmouth, NH	Sep 9
Sep 22	Club US1M #6, S1M #6	Lake Rosemary	Oct 21
Oct 14	Columbus Day Regatta	Lake Rosemary	Oct 8
Nov 3	S1M Interclub Regatta (#?)	Lake Rosemary	Nov 4
Nov 10	4-Hour Enduro	Lake Rosemary	Nov 11

NiMH Batteries

By Chuck Winder and Jim Linville

Editor's Note: Following is the content of an e-mail Q&A I had with Chuck Winder. I feel that a lot of people will be interested.

My question:

Chuck:

I use NiMH batteries and have been charging them with my standard plug-in-the-wall (50 ma) charger. It seems to take 2-3 days (48-72 hours) to get a full charge. I use 1600 mAh AA cells in my transmitter and 700 mAh AAA cells in my receiver. A home made 4-cell 700 mAh pack weighs only 1.2 oz and seems to last longer than a standard 600 mAh nicad pack. I just keep everything plugged in all the time, and it seems to work.

Do you know of any reason why I shouldn't be doing this?

Jim Linville

Chuck's answer:

Jim,

I do the same thing with my batteries and it works great. I always put them on a 50 mA charge when I get home and leave them on charge until the next time I go sailing. I have checked with engineers at battery companies who tell me that is a good way to do it.

What they tell me is if you charge at or below 10% of the capacity it's considered a trickle charge for the modern chemistry batteries, NiCad or NiMH. For example a 700 mAh cell could be left on charge at 70 mA continuously.

A depleted 1600 mAh cell will take about 45 hours to fully charge, though when I get home from the pond the batteries are seldom fully discharged. Time to charge can be estimated as follows:

Hours to full charge = 1.4 x cell capacity / charge rate
 = 1.4 x 1600 mAh / 50MA
 = 44.8 hours

New Member

By Jim Linville

As a misplanted Missourian (show me!), I am proud to announce that a great Missourian, Harry Truman, has applied for membership in Minuteman MYC. Harry, who is new to model boating has built a really great scale model of the *USS Missouri* that he expects to race when we have our infamous "Open Class" regattas. When scaled down to the model's 39.39 inch waterline length the *Missouri's* sixteen inch guns are pretty close to 22 caliber. Harry assures me that he will load only shorts, and that with his miniature radar tracking system he can be pretty sure to hit anything bigger than his boat. The way I understand it that means he can (and will) sink anything longer than one meter. On our pond that means Marbleheads, EC-12s, Pop-Up 12s, and kayaks.

Owners of large yachts need not worry as Harry (being the great guy he is) has volunteered to serve on the club's boat rescue team.



New club member Harry Truman decked out to rescue boats.

Holiday Social

By Jack Sullivan

The final R/C model yachting event for the year 2001 was the combined Minuteman MYC/ Narragansett MSA "Holiday Social". It was held on Sunday, December 30th at the Newton home of Alice Pratt, Ben's mother.

Up to a dozen skippers and family guests gathered to discuss the events of last year and how we might improve our activities in the coming season.

Alice supplied baked lasagna and the guests supplied deserts and accessories. There was plenty of food for all.

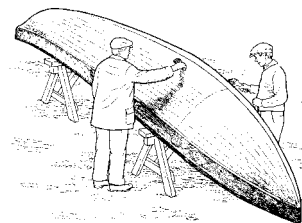
The Narragansett skippers did not have sufficient attendance to feel comfortable establishing a regatta schedule or electing officers so they did not have a business meeting.

A feature of the event was when Hal Robinson came in. He expects to be well enough to sail with us this year.

A good time was had by all who attended.

DUES ARE DUE!

Send yer hard earned doubloons to Jack Sullivan or prepare to be boarded!



Our stalwart commodore, Hal Robinson, reports that he and Jim Linville are making slow but steady progress on the half-hulls for the 2001 Metric Series Trophies. They should be ready in time for the February Meeting.

The Sullivan Strategy

By Jack Sullivan

Reprinted from *AMYA Quarterly* #37, Fall 1997

Author's confession: Some time ago I was scanning a jogging magazine in my dentist's office. Much of the following could be considered a paraphrase of material from that article. While my conscience bothers me, the editor of this newsletter assures me that "it's OK."

If you are like many novice skippers you hesitate to enter a regatta because you fear embarrassment. It is easy to feel like a great skipper on those beautiful summer afternoons with your boat looking like the principle object in a photographer's dream composition. The boat heeling slightly, leading a perfect vee wake across the dark water, under puffy white clouds in a blue sky. The treed shoreline providing the perfect background to accentuate the color, shape and form of the sails and hull. You let the boat slice along taking the best tack for the breeze.

It is harder to feel so content when you have finally tacked your way up to the windward mark, looked down to the far out mark and watched the tail end of the pack slip around that mark and start on the reach to the leeward mark. You sheepishly look around to see the location of the hilarious group of sadistic spectators. It took more courage than I normally possess to enter my first race.

I chose an early in the year, out of season club race, without many spectators. The ice was still on the pond.

In preparation, I had worked feverishly for a month. I exploited my friends in the club to help assemble the boat. I worked every evening in the cellar and took small parts like the mast to work. I used the tools at work to drill, sand, cut and grind during my lunch time. I made fittings and attachments, tried them on the rig then changed my mind, and came up with entirely new ideas, scrapping the original pieces.

Occasionally I waded to my family in passing. Only the dog refused to be alienated during that awful month. She would come down into the cellar and make a few threatening motions to insinuate it was

time for her walk or she would make living in the cellar most uncomfortable.

On the day of the race I showed up early at the pond to practice. The practice was useless. All I managed to do was run down the batteries. It was then that I developed my scheme to look like a competitor. I offer it to those who find themselves in the same fix as I did. You'll need not only a modicum of sailing ability, but a good deal of ham.

Here are my recommendations. Make certain that you get across the start line, no matter how late. Getting started with the pack is unimportant and actually undesirable. It only raises false hopes. Once across the line you are in the race and that is all that counts.

It helps your ego if there is someone in the race having more trouble than yourself. Like one of the skippers who should be prepared, and whose batteries were charged for two days — connected backwards. Or better yet he knows they were hooked up correctly, but they are still on charge at home, two states away, and he has changed all connectors on his radio so he can't use the battery packs offered to him. You are in the race and he's standing around with a glum look on his face.

Appearance is important, wear a hat with some kind of yachting emblem on it, or wear boots, but not both. That's overdoing it for a tyro.

Be sure to have weak side stays that you can break off while launching or retrieving the boat. This allows you to sit out a couple of heats while you scurry about borrowing parts to fix it. Or you can remain aloof and refer to your desires to keep everything ship-shape and not wanting to jury-rig. You should try to get back into the race, it looks good when you refuse to

give up and want to get back into the fray.

Sometimes the pack gets into trouble and rafts up at a mark. Then by being behind them you can stay out of trouble. You coast around the stalled boats and actually get ahead and into the lead for a while. This is a thrill for a few moments, but you eventually see some of them get loose and come screaming after your unprotected transom. You don't want to be passed, but you realize that it is inevitable. The saving face maneuver that I am about to describe requires luck and timing. The luck is when your frequency partner has been having occasional radio interference. The timing comes when you are "locked up" in a struggle to reach the mark ahead of one of the faster boats. You stay in front as long as you can, then holler "I am out of control." Do a quick 360, and complain loudly about the glitches. Don't foul any of the other skippers' boats, because, they know this trick (having used it more than once themselves). It is strictly a grandstand play for the spectators and your family.

Speaking of family, especially your kids, they have the greatest difficulty trying to understand why your boat is not always out in front. They watch you struggle for a little while, then they roam away, sulk in the car or you catch them kicking at some contenders' rudder. They are really trying to help.

Finish the heat when you can. It helps your self-confidence. I like to sail on a mongrel frequency so I am not delaying a frequency partner from getting into the water for the next heat. I have finished after the next heat started and was over the line.

Stay to sail a little after the regatta is over. That shows you are still raring to go.

(Continued on page 5)

Continued from page 4)

Give them that old gladiators attitude of "Bring on the Christians." Why did all the others quit so soon. I am just getting warmed up now.

Among the things I have learned about the skippers is that no one comes into racing of model yachts with the feeling that he will never win a race. Each of us has a special talent or a dogged determination that we know will give us an edge eventually. This is a multi-faceted hobby/sport, a combination of knowledge, talent, skill, preparation and desire is required to win when all the other skippers are up on their game. Winners makes their own good luck. Bad luck is usually self-inflicted. Practice builds experience, and experience with improvement is the keystone that is required. The other functions are usually the product of determination.

Now doesn't that sound like the ingredients of everything else in life too, whether it's worthwhile or just toy boats.



Only 66 days until the gun sounds for the start of the Ice Breaker. Do you know where your boat is?



Editor's Note: The following is a Holiday Greeting from one of AMYA's best sail makers. I took his name off because I assumed he wanted to be anonymous.

From: Anonymous Sailmaker

Sent: Thursday, December 27, 2001 2:20 PM

To: R/C Sailors

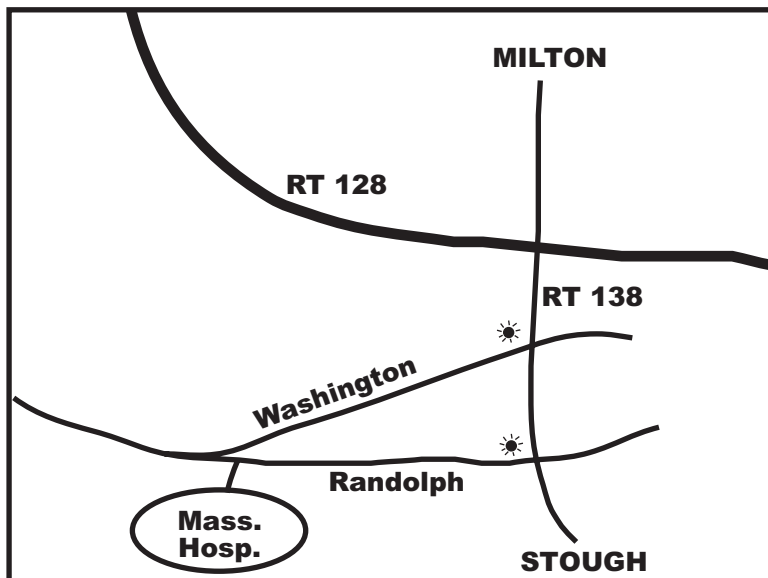
Subject: 18 Reasons sailing is better than sex

18. You don't have to sneak your sail magazines into the house.
17. If you are having trouble with sailing, it's perfectly acceptable to pay a professional to show you how to improve your technique.
16. The Ten Commandments don't say anything about sailing.
15. If your partner takes pictures or videotapes of you sailing, you don't have to worry about them showing up on the Internet when you become famous.
14. Your sailing partner won't keep asking questions about other partners you've sailed with.
13. It's perfectly respectable to sail with a total stranger.
12. When you see a really good sailor, you don't have to feel guilty about imagining the two of you sailing together.
11. If your regular sailing partner isn't available, he/she won't object if you go sailing with someone else.
10. Nobody will ever tell you that you can go blind if you sail by yourself.
9. When dealing with a sailing pro, you never have to wonder if they are really an undercover cop.
8. You don't have to go to a sleazy shop in a seedy neighborhood to buy sailing stuff.
7. You can have a sailing calendar on your wall at the office, tell sailing jokes and invite coworkers to go sailing with you without getting sued for harassment.
6. There's no such thing as a sail transmitted disease.
5. If you want to watch sailing on television, you don't have to subscribe to a premium cable channel.
4. Nobody expects you to promise to sail with just one partner for the rest of your life.
3. Nobody expects you to give up sailing if your partner loses interest in the sport.
2. You don't have to be a newlywed to plan a vacation primarily for the enjoyment of sailing.
1. Your sailing partner will never say, "What? We just sailed last week! Is that all you ever think about?"

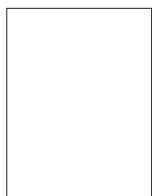
Happy Hollidays All!

One Last Thing — Our Next Meeting

Our next meeting will be on Sunday, February 10, 2002 at the Massachusetts Hospital School in Canton, MA. The school is relatively easy to get to. Finding the meeting room once you get to the school is a little harder. From Route 128 take Route 138 South (“Stoughton”). Take a right on Randolph Street (second traffic light). Follow Randolph Street for approximately 3/4 of a mile. The school is on the left. Enter past the guard house. This is a state institution, so please remember September 11 and have patience if they decide to check your vehicle. Drive all the way around the campus to the very last parking lot before the exit gate (which is usually closed). You should see the Minuteman MYC sailboat sign or some other clue there. We meet in the “recreation conference room” which is located in the gymnasium. Enter using the elevator to the left of the parking lot. Doors open at 12:00 noon and you are welcome to come early and stay late.



Getting to the Massachusetts Hospital School



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

