

The Dock Line



Space Coast Model Sailing Club's Newsletter
A. M. Y. A. # 183

From The Commodore

Your Board has held two meetings within a month's period with the objective of making our functioning as effective as possible. What does that mean? We come to the pond, sail our boats and tell war stories. What more do we need? Well, I've only got 2 years of membership in this 15-year-old club. As a newcomer I didn't understand the rules of model racing let alone the responsibilities of the Race Director. I've been told the club has really matured in its etiquette and racing discipline over the last four years. However, when one asks questions about how all this works the answers may vary depending on which "old timer" you ask.

The Board's current focus beyond what you read in our meeting minutes, is on tightening up our documentation to provide newcomers (and old-timers alike) a baseline to have a uniform response to given questions. This baseline will also serve as a point of departure to understand rules changes that may be offered on a case-by-case basis. You will hear more about this as our discussions reach consensus. However, I want to alert you to an early issue in this document change process.

Article 7.1 (Amendments) of our Constitution reads as follows:

"This Constitution may be amended by a ballot in which two thirds of the membership approve the proposed

amendment. Such amendment shall be effective as of the first of the month following the vote."

We currently have 43 members, 2/3 equals 29 required to change documentation. Our most active members when snow birds are present, numbers 24 but the most I've seen in any given week is 21. To facilitate effective documentation change the Board is proposing a change to Article 7.1 as follows:

"This Constitution may be amended by a ballot in which two thirds of the membership votes rendered by e-mail or mail approve the proposed amendment. Such amendment shall be effective as of the first of the month following the vote."

In short, this amendment change will place the approval process in the hands of those most affected by it on a high use basis.

All 43 members will get the opportunity to vote on this change in the next month and we need 29 approved responses to make it effective. Assuming this occurs, other documentation changes will be easier to implement more quickly throughout the year with all 43 members given the opportunity to participate.

Steve

Space Coast Model Sailing Club

Board Of Directors Meeting Minutes

February 7, 2005

The meeting was held at the home of Secretary Betty Rottmann and began at 7:00PM. Present: Commodore, Dana Jones, Betty Rottmann, John Bluhm, Adam Rottmann, Bob Comstock and Steve Spatenga.

The agenda for the meeting was passed out to members present. Motion made by Dana Jones, second by John Bluhm to waive reading of minutes of January 10.

Treasurer Dana Jones reported a balance of \$ 864.42

OLD BUSINESS:

1) **AMYA Rules of Sailing:**
Steve Spatenga indicated he had ordered 25 copies under the auspices of his role in the Florida Cup Association. He will be reimbursed by the Florida Cup participants (estimate 12) leaving 13 copies for SCMSC members as desired at \$10. He got a discount on a bulk buy plus saved shipping costs.

2) **Club Documents Review.**
The Commodore presented a suggested outline of the possible changes to be made to the club documents based on a preliminary review by himself, John Bluhm and Don Bryant per last meeting tasking. After a lengthy discussion, matter was tabled pending future input from the Board. Commodore to revise proposal based on discussion and distribute to Board members for further review. Final changes are to be completed and approved by years end.

3) **Permanent Committees:**

As part of the documents review the Commodore announced he was exercising his responsibilities under the By-Laws Section 1.1.2 concerning permanent committees. Permanent committees and Chairman consist of:

Club Property (John Bluhm),
Buoy Maintenance (John Bluhm),
Web Site Operations (Don Bryant),
Club News Letter (Don Bryant)
Rules Review (Dennis Dwyer)

Chairman of respective committees will solicit committee support from Club members as required.

4) **Banquet Award Dinner:**
Steve Spatenga has been checking into finding a location. He will be in touch with the Melbourne Yacht Club. They do rent out the room but as of the meeting, no further details were available.

5) **EC 12 Regatta:**
It appears there may be a conflict with the date and another regatta. Bob Comstock will check into this. (Bob has determined through Tony that we will not host EC-12 this year).

6) **Sailing rules:**
The intent from our last meeting was to do "training" at the pond on both Wednesday and Saturday on the primary "conflict situations" that seem to come up most frequently. The members of the Board feel this is difficult to do. It was suggested that when someone is doing anything wrong, he should be given an explanation as to how to correct it. The issue will be further discussed.

7) **Dock Line:**

Each issue will contain a short bio of a Board member. The next issue will be about John Bluhm. It was suggested that it might be a good idea to include a boating rule in each issue.

8) **Picnic:**

Dates of November when Don Bryant runs the Mystery Regatta, or on May 21 when we have the Memorial Regatta. Decision tabled.

9) **Outreach:**

The Commodore spoke to a local Cub Scout Pack. They may be interested in coming to the Lake to watch and learn about our boats.

10) **Club Equipment:**

John Bluhm has been checking into getting a new radio. It was decided he would look into buying a Sony that uses 6 batteries. It will be the responsibility of the person in charge to have spares. It might be a good idea if one other person carried spares in the parts box.

NEW BUSINESS:

1) **Memorials:**

At our Memorial Regatta honor will be paid to all past members who have passed on.

2) **AMYA Club.**

This organization is a volunteer club meaning members do not have to join AMYA. However, our club does belong and has been assigned # 183.

Requirement is the club must hold one regatta a year. Individuals participating must belong (by paying dues of \$ 25.00 to AMYA) in order to race in any AMYA sponsored regatta.

3) **Vice Commodore:**

Bob Comstock announced he will not run again for 2006. After 5 years he is ready for a rest; but will work with his replacement for a smooth transition.

Motion made by Steve Spatenga, second by John Bluhm to adjoin meeting at 9:10 PM.

Respectfully Submitted

Betty Rottmann

Builders Tips

Rudder and Keel Fin Construction

By Art Lent

I have tried many methods for making rudder and keel fins. As a result my favorite method is using a wood core covered with fiberglass and resin.

Start out by cutting out the rudder or keel fin shape using wood. A couple of ideal woods are basswood which you can find in a hobby supply or a much cheaper option, aspen available from Home Depot. If you choose Aspen you will need a band or table saw or a friend with one to slice a 1/8" and 3/16" thickness for the rudder and keel fin.

Both of these woods are fine grain and sand easily. Sand them to an airfoil shape with a rounded leading edge and a sharp trailing edge. Originally I used balsa which worked fine, but if you get a water leak into the balsa, it soaks up water and weakens.

Cut a slot in the rudder to provide a snug fit for your 1/8" SS rudder shaft. For the keel fin cut slots as required to imbed whatever keel and bulb fasteners you choose. Install the rudder shaft or keel fasteners and fill in the voids with Bondo or your choice of filler. When filler has cured, sand it smooth.

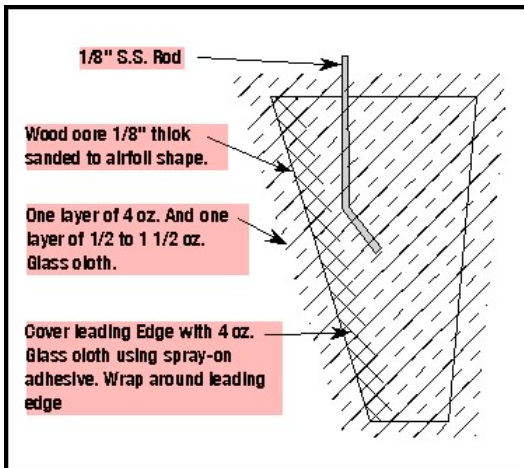
Cut a strip of 4 oz. fiberglass cloth about an inch wide the length of the leading edge. Spray the cloth with an adhesive. I use 3M77. Wrap the cloth

around the leading edge and seal down smoothly all the way around.

Cut fiberglass cloth oversized to cover each side of the rudder or keel fin. For the rudder use one piece of 4 oz and one piece of 1/2 to 1 1/2 oz cloth for each side. Do not try to use a single piece wrapped around the edge. I have tried that and could not get a smooth edge without air pockets. The lightweight outer cloth will give you a very smooth surface with little or no sanding. For the keel fin I use three layers of 40z and one layer of 1/2 to 1 1/2 oz. cloth for each side.

Stiffer keels can be made by replacing the first layer of glass with carbon fiber. Another way to add strength is by imbedding a carbon fiber rod the thickness of the wood core before glassing.

Lay the part to be covered on a piece of waxed paper. Lay the glass - all layers- on the part. Using either polyester resin or slow cure epoxy finishing resin, coat the glass cloth until the entire surface is saturated, i.e. when the glass becomes translucent. This is where most make the mistake of putting too much resin on. After you have saturated the glass, squeegee off the excess resin. A credit card works fine for this.



When done, the surface will look fairly dry and smooth. Now cover the glassed side with waxed paper and rub it to a smooth surface. Turn it over leaving the waxed paper on and do the other side the

same way. Before putting the waxed paper on the other side put some more resin along the trailing edge. This will form a strong fiberglass sharp trailing edge beyond the wood core. Let the piece cure for about eight hours, then peel off the waxed paper and if you are lucky you may have to do little or no sanding except for the edges.

Trim the edges with a band or jigsaw and sand smooth. Trim the leading edge about 1/8" away from the wood core to provide a solid glass edge. When sanding the leading edge do not sand through the glass that covers the edge. After sanding cover the sanded edges with additional resin.

If you have pinhole voids in the surface a very easy way to fill them is with Bondo glazing compound. You get this in an auto supply store. It is an air-dry paste that dries very quickly and sands very easily.

This method will result in a keel fin much stiffer and lighter than a fin made from aluminum. The glassed fin will weigh about 4 oz. The first aluminum fins I used to make weighed about 7 oz.

Good luck and call me if you have questions. .

Art



Profile of the Month

John Bluhm

Born and raised in Cleveland Ohio, I joined my father at Fisher Body Division of General Motors, where I became a Tool & Die apprentice.

Three months later I was drafted into the army, had infantry and medical training at Camp Picket Virginia, then was sent to Korea and served with the 5th Regimental Combat Team as a combat medic. On the last day of the war, at 8:45 PM I earned my Purple Heart along with SFC Harold Cross, who was the last man to die during the war. I was discharged as a Staff Sergeant.

On returning home I went back to GM where after three years of work and four years of college, I received my journeyman papers. I retired after 40 years at GM.

During that time I met Ann and we got married, had two wonderful daughters, and had a lot of fun as a family. We cross-country skied, kayaked and rode dirt bikes together. I also raced motorcycles for nine years, and loved to ride two-hour hair scrambles, the muddier the better. Yes, that's me in all that mud.



After the girls left home Ann and I sold the house near Cleveland and moved into a 31 foot Airstream, We spent the next 5 years seeing this great country. We wintered at Port O Call in Melbourne Fl and traveled all summer. When I didn't want to tow anymore we got a motor Home and put another 45 thousand miles on before quitting to settled here in Melbourne Fl

John



Racing Rule of the Month

E4.5 Launching and Relaunching

- (a) **A boat scheduled to race in a heat may be launched, held on the bank, taken ashore or relaunched at time during the heat. However, she shall not be released between the preparatory (1 minute to start) and the starting signals.**

Editors Views

By Don Bryant

Changing the Rules

In the Commodore's article, he discusses changing the Club's rules. This will not necessarily be an easy task to accomplish. The rules that govern changing of the rules varies depending upon which section of the rules requires change. (Did I say that?) Hopefully the following discourse will clarify the rule change procedure.

To change the Club Constitution, a two-thirds majority (presently about 29) of the entire membership is required. (Ref. article 7 of the club constitution)

The good news is that the Constitution is a very simple document and rarely needs to be changed.

To change the club Bylaws requires a two-thirds majority of members voting. It is not specifically stipulated, whether all members must be given the opportunity to vote as with a mail in ballot or simple notification that a general membership meeting is to take place is adequate. (Ref. Section 11 of the club bylaws)

I would interpret this to require a mail in ballot to all members until further clarified.

Permanent rules are generated by a simple majority vote of the members present at any formal general

membership meeting. There is nothing that directs that changing or deleting them should be handled in a different manner.

(Ref bylaws para. 1.3.5)

It should be noted that no board action is required to change the Permanent Rules. The boards responsibility to review the permanent rules on a yearly basis and to recommend changes to the general membership, is intended to be a means to insure that outdated and poorly conceived rules are purged from the document on a regular basis. (Ref. bylaws para. 1.5.5) This board function does not restrict the board's right to propose changes and/or the memberships right to amend rules at any given time.

It should also be noted the board may not make changes to any of the above documents without an authorizing vote from the general membership.

Don



Not 4 Sale