



The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



BROADSIDE

Commodore – Jim Schwinkendorf. . (636) 271-8316
jaschwink@aol.com

Secretary – Ray Sepanski (618) 656-3428

Vice-Commodore – Dave St. Clair (636) 671-5353

Treasurer – George Kirby (636) 978-6288

Editor – Jane Rivers-Chapman (314) 355-8660

NOTICE:

**The next meeting will be held on March 2, 2009 at St. Stephen's Episcopal Church,
33 N. Clay Ave, Ferguson, MO 63135**

NOW HEAR THIS

FROM THE BRIDGE

At our last regular meeting, Vice Commodore Dave St. Clair gave an excellent presentation on batteries that we use in our boating hobby. I also added some information

based on my battery studies that I did when trying to outfit my big submarine, which has some specific needs. Since this information was so well received at the meeting, I am going to again provide the information to those who were unable to attend, and also to have a written document for those who might want to save it for reference material.

Most of us use some sort of rechargeable batteries in our boats, either to control the radio gear or to provide propulsion and other electric needs. Today there are four readily available types of batteries: lead acid, nickel cadmium, nickel metal hydride, and lithium. Each type of battery has different needs and characteristics, and knowing those will help you determine what is best for your boating application.

The oldest type of rechargeable battery is the lead acid, and our applications use a sealed gel cell application, meaning you don't have to open up anything on the battery to add distilled water. If you remember older car batteries where you were supposed to check and top off the cells, you know what I mean. Newer car batteries are also of the sealed variety where you normally don't need to do anything to them during their life. The lead acid gel cell is heavy, because of the lead content that reacts with the battery acid to make it produce electricity.

A lead acid battery needs a lead acid battery charger to recharge it. During charging, these batteries can give off hydrogen gas, a colorless, lighter-than-air gas that is highly explosive. Remember seeing the *Hindenburg* explode? The same thing will happen to your boat if you try to recharge the battery inside your boat without proper ventilation. One spark and boom! The lead acid battery has a predictable discharge rate, so you will gradually see your boat slow down during sailing. Then it's time to get it to shore and recharge the battery, and these take a while to recharge. So if you need weight in your boat and are able to remove the battery for charging, the lead acid gel cell would be a good choice.

Next we have the nickel cadmium battery, or nicad. This battery is considerably lighter than the lead acid battery, is sealed, and is used a lot in our RC radio systems, both within the transmitter and as a pack for the receivers in the boat. Size wise, it packs a lot of power in a small package. The nicad needs its own type of charger, different than that of the lead acid battery. Newer nicads have less of a problem with a retained "memory" if you don't occasionally fully discharge them prior to recharging them. This memory in older batteries had a bad habit of not allowing a full recharge; newer nicads are better, but it is still a good idea to give them an occasional discharge and then a full recharge. Newer rechargers do this automatically. The nicad is relatively small and lightweight, and keeps a fairly constant voltage for a long time, but once your boat starts to slow down, you had better get it to shore SOON. Slower recharging promotes longer battery life: quick charges shorten the overall life of the battery but can get you out on the pond sooner.....

The nickel metal hydride (NiMH) battery has a lot of the nicad's operating characteristics, and is also lightweight and small for its power output. It is not as fussy about its recharging cycles, doesn't have the nicad memory issues, and acts more like the lead acid battery when it discharges. You have more time to get your boat to shore when it shows signs of slowing than with the nicad. So you are not as apt to end up with your boat powerless and out in the middle of the pond. This is the type of battery that I have in my big sub, because I need a light, small battery arrangement with lots of power and a

predictable discharge rate. A quick loss of power when submerged is a quick way to the bottom!

Finally, we have the newest member of the rechargeable battery family, the lithium battery. Lithium's are really lightweight power sources for their size. This type of battery is what you will generally find in laptop computers. But given their high power, lightweight and small size, they are also much fussier about a number of important things. They need to be kept cool, as they can get VERY hot during use and recharging. They need their own type of recharger. If they get too hot or are dropped, they can catch on fire or explode. They absolutely need to be out of your boat and in a fireproof container during recharging. When a lithium battery reaches a low enough voltage, YOU MUST STOP USING IT, LIKE NOW! Not only will your boat stop running out in the middle of the pond, but also further discharge will permanently ruin the battery. It just won't ever charge up again. And they are not cheap. But if you need a really lightweight battery and pay attention to their special needs and cautions, they may well be what you want.

So there you are. A more long-winded epistle than normal, but hopefully you will find this info useful when searching for the right battery power for your boat. Reliable electricity, reasonable costs, understandable operating requirements – and you don't need a nuclear reactor. Happy boating.

Commodore Jim

+++++

March 2, 2009 sail at St. Ferdinand Lake 1:00-5:00PM (weather permitting) and 5:00 PM Dinner at Applebee's, 2309 N Highway 67, Florissant, MO 63033, and 7:00 PM meeting at St. Stephens Church.

Membership Dues **###Please take note of the following: ###**

Dues for new members will be prorated on a per month basis based upon our beginning of May 1st dues. Please make checks (no cash) payable to "St Louis Admirals R/C Model Boat Club" in the amount of \$30.00. Send checks (no cash) to

Dave St. Clair
4623 Dulin Creek Road
House Springs, MO 63051

PS If you would like to have your e-mail address included for receipt of the Broadside and other publications, please include it on a separate sheet of paper, to my attention. If you have moved since your last renewal, please note change of address, etc.

Thank you, Dave St. Clair

St. Louis Admirals RC Model Boat Club
MINUTES FOR FEBRUARY 2, 2009

Commodore Jim opened the meeting at 7:15 PM with the Pledge of Allegiance.

Our members who had been ill or had health issues are all doing better.

The Minutes from the January meeting were published in the *Broadside* and approved as published.

The Treasurer - A proposed Budget for 2009 and a review of the 2008 Budget will be made at a forthcoming meeting of the Officers.

The Club had a successful outing at the Gateway Mid-America Toy show on February 1st, with about 8 members present and displaying model boats. Many onlookers stopped by to ask questions, and it was felt by the attendees that more interest in our boats was shown this year over that of last year. We also made some important contacts that may yield more opportunities for the Club in the future.

Commodore Jim advised that discussions were held by Pete Kubatzky with Forest Park Forever and the City of St. Louis Parks representatives inquiring about possibly sailing at Jefferson Lake in Forest Park. We were told that the lake was designated for fishing, and that boat sailing at Forest Park was not an option open to the Club.

Important sailing and social dates were determined. They are as follows:

- Alton Lock & Dam Display- May 16
- Admirals Picnic at the Tom O'Dell residence – June 6
- Grafton Display – June 27-28
- Regatta at Union Station – September 19-20
- Paducah Display – late September, date to be determined

The Mark Twain Hobbies raffle winners were Bob Olsen and Fred Hoeffken.

In order for the Club to secure insurance coverage for its sailing events, it is necessary for 5 Club members to have SSMA memberships. SSMA had not actively administered their membership program, resulting in the Club having to fund five memberships with the member then reimbursing the Club to ensure proper credit for the insurance requirement. Secretary Ray Sepanski will advise SSMA that the memberships of Ray Sepanski, Fred Cody, Jim Schwinkendorf, Tom Eckert and Chuck Grecco will fulfill the requirement. Other Club members are also current members, thereby further ensuring our Club's standing as an SSMA supporter.

Vice Commodore Dave St. Clair gave a presentation on electricity power and batteries for our boats. He explained how measurements were made and discussed the types and characteristics of various rechargeable batteries. The Club appreciated this information and thanked Dave for making the very worthwhile presentation.

Upcoming meeting dates will be March 2 and April 6.

The meeting was adjourned at 9:30 PM.

Minutes as presented by Commodore Jim.

**Mark Twain
Hobby Center**
*2793 West Clay Street
St. Charles, MO 63301
636-946-2816*

*"For the
BEST of
ALL your
Hobby
needs!"*

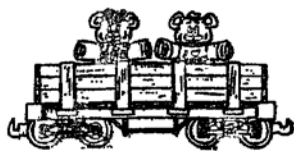


**SCHAEFER'S
HOBBY
SHOP, INC.**

**11659 GRAVOIS ROAD
ST. LOUIS, MISSOURI 63126**
(314) 729-7077

COMPLETE LINE OF - HOBBIES - ARTS -
CRAFTS - JEWELRY SUPPLIES

== **HOBBY STATION** ==



Authorized Lionel Service Station

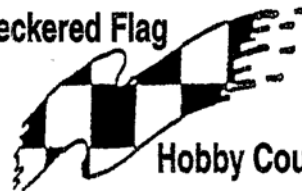
**301 South Kirkwood Rd.
St. Louis, MO 63122
314-822-1927**

**Mon. thru Fri. 10 a.m.-7 p.m.
Saturday 10 a.m.-5 p.m.
Sunday Noon - 4 p.m.**

OVER 50 YEARS AND GROWING

FIRST IN HOBBIES AND CRAFTS

Checkered Flag



Hobby Country

South County
4491 Lemay Ferry Road
St. Louis, MO 63129

Phone: (314) 892-5353

GLIDESCOPE

www.Glidescope.com

CARS, BOATS, TRAINS, TRUCKS,
DIECAST, ROCKETS,
AIRPLANES, HELICOPTERS,
THOUSANDS OF ITEMS!



12508 Lusher Rd
St. Louis, MO 63138
TEL (314) 438-0505
FAX (314) 438-0519

Hours: Mon-Fri 10:00 AM - 7:00 PM
Sat 9:30 AM - 7:00 PM
Sun 12:00 PM - 4:00 PM

Wet Goose Marine

High quality brass fittings at
affordable prices
Produced using the lost wax process
Specifically designed for various
types of radio control boats in the
20 to 70 inch length range.

<http://www.wetgoose.com>

kenvalk@pacbell.net

650-755-2325 10-5 Pacific Time

Dave, our prolific boat builder needs room at his house, as well as cash, to acquire more boats – so, the following pictures are of some of the items he is willing to part with – if you are interested, please contact him at (636) 671-5353



FOR SALE







Tentative 2009 meeting dates are:

April 6, 2009

May 4, 2009 June 1, 2009 July 6, 2009 August 3, 2009

September 8? Or 14, 2009 October 5, 2009 November 2, 2009 December 7, 2009

September 19 and 20, 2009 Regatta

Subject to availability by St. Stephen's Church.

Lectures

At the last meeting of the St. Louis Admirals model boat club, I gave a spontaneous lecture during "Show and Tell". We covered a wide range of topics that included the use of a device I made for measuring electrical parameters of boats. Then, this got a little off track, but from the response I got from many in the group, it was what is needed.

So, I am going to plan a short "discussion" session for each meeting. We can talk about any short-winded topic that will not take more than 15 to 30 minutes. In most cases, I can rely on my background to supply the information. For others, I know where to look for answers. If you have something in particular you would like discussed, please call me and we can plan for it. My home number is 636-671-5353.

Some suggestions were; what is a circuit? What battery should I use? How long will it run? How much power is needed? Do I need a fuse? How big a motor do I need? What prop should I use? Which battery charger is best?

At the next meeting I plan to bring several battery chargers and talk about the pros and cons.

Dave

#####

On Sunday, October 5, 2008, the steam-operated paddlewheeler GOETHE blew her steam whistle, stopped the engines and cooled down the boiler for the last time in history. The Goethe was the last remaining steamboat on the Rhine River.

Her owner, the [Koeln-Duesseldorfer Rheinschiffahrt AG \(KD\)](#) has decided to remove the 1913 built steam engine and replace them with a modern diesel-hydraulic engine.



Rhine River steamboat Goethe under steam for the last time

www.steamboats.org

SUPPORT YOUR LOCAL HOBBY SHOP



Jim Schwinkendorf
2415 Silver Lake Est. Dr.
Pacific, MO 63069