



The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



BROADSIDE

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

NOTICE:

**The next meeting will be held on April 6, 2009 at St. Stephen's Episcopal Church,
33 N. Clay Ave, Ferguson, MO 63135**

NOW HEAR THIS



FROM THE BRIDGE

As I write this, it is early March with vast swings of weather and temperatures. Early this week on our normal sailing day and meeting night, the high was 32 degrees.

Yesterday the high was 82 degrees – a difference of 50 degrees. Next week it's supposed to get colder again. But warmer sailing weather is coming soon, so it is time to really get going on having our boats ready for the sailing season. I particularly enjoy spring and fall, as the temperatures are moderate and nature can display some beautiful scenes.

At our meeting, we followed up on more battery information, with Vice Commodore Dave St. Clair bringing in a vast array of battery chargers. Matching your battery charger to your batteries is vital – one size does NOT fit all when it comes to what is needed to properly charge a battery. So this would be a good time to see what works in your boat and what does not, and take appropriate actions to get things ready for sailing. There is nothing more exasperating than having a nice day and then discovering that your boat won't run!

I have just completed a check on my big sub *Silversides*, and generally things appear to be OK. I have a number of things to check out, since the sub has a lot of specialized gear inside relative to underwater adventures, with the most important elements being those that will ensure the boat will come back up after having dived. A good day is when the number of dives equals the number of surfacings.....

To a different topic. In my usual quest to find nautical reading material, I just finished a book on the U. S. Navy General Board activities between WW I and WW II. The Board had major inputs into how our Navy evolved during that time period. The book was not exactly a fun read, having been derived from a fellow who had written his doctoral thesis on the topic and then turned it into a book.

What I did find interesting is a type of ship that in all of my naval readings I had never even heard of – a Flying Deck Cruiser. Due to Treaties limiting warship composition and construction during the 1920's and 1930's, the Navy planners came up with a type of warship that would fit into the specifications of the Treaty limits and yet still expand and improve our U. S. Navy.

The Flying Deck Cruiser was the proposed ship – and NONE were ever actually built! In the book there is a conceptual plan of such a ship, and it is a strange looking thing. The front half of the ship looks like a normal cruiser, with big gun turrets. The back half of the ship looks like an aircraft carrier. Seems that there were restrictions on building carriers, but no restrictions on building cruisers. So this hybrid ship was to be classified as a cruiser (no restrictions), but oh by the way, it just happens to have a flight deck toward the stern!

Since I hadn't even heard of such a ship, here's a challenge for someone who wants to build an unusual model. And no one will nit pick you, since none were ever built!

I guess that just goes to prove, there's a prototype vessel for just about everything, and some never got beyond the concept stage. But warmer weather is more than a concept, so get your boats ready to get wet this spring.....

Commodore Jim

+++++

April 6, 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.

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



Fair Winds and Following Seas



We will miss this excellent model boater and friend.

Kubatzky, Ted M. Pete 75, died unexpectedly on Sunday, March 8, 2009 after a brief illness.

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 March 2, 2009

The March 2, 2009 meeting was called to order by Commodore Jim; at 7:15 P.M, sixteen (16) members attending. Commodore Jim led the membership in the "The Pledge of Allegiance".

Secretary's report

Minutes for February as published in the newsletter are approved as written.

Treasurer's Report

Treasurer report was approved.

Health Concerns / New Members

Based on the lack of comment, all members appear to be healthy at this time.

Commodore's Comments

Just thought you'd like to know: total current membership is 52. Of these 9 are out of town; the remaining 43 are local.

There has been some confusion relative to SSMA-NA (the NA was recently added to clear up an identity issue). Due to an oversight by the Secretary the BOAT CLUB did not join SSMA-NA in 2008. This problem has been corrected.

Also, there is some confusion with regard to individual membership in SSMA-NA. Maintaining YOUR membership is **YOUR** responsibility. Check the back of your membership card for your expiration date & member number to renew your membership. Five (5) boat club members must be SSMA-NA members to stay in "good standing". Keep in mind that SSMA-NA provides our insurance at a reasonable rate; we can't do events without it. Should you need help with this contact one of the officers.

There are other events we could be involved with, similar to "Park Palooza 09" at the Gateway Arch. Ideas would be appreciated.

We are looking for new ideas for things to do at the regatta and other places. Polo Tugs, boat races and docking contests were mentioned. Are there other ideas?

In addition to Show and Tell, other things to do at meetings need to be found. Guest speakers, field trip, what would you like and find interesting? Please pass them along to the officers.

Old Business

Jane Rivers once again appealed to the membership for **MORE** articles for the newsletter.

It was noted that she did a great job of reporting and photographing on the 08 Regatta. She also identified ALL of the award winners.

New Business:

Dave St. Clair moved to earmark \$100.00 for a purchase of a "Bullhorn" for the next regatta. After some discussion, Dave withdrew his motion.

Raffle:

The winners were Ed Gant and Fred Hoeffken.

Adjournment:

Meeting was adjourned at 9.45 PM

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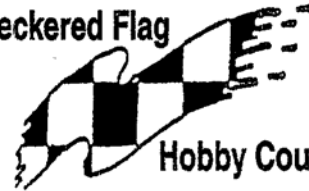
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Chuck Greco

Gateway Mid-America Toy Show
Westport Plaza, St Louis, MO
February 1, 2009



Luther Disher



Dave St Clair



Jim Schwinkendorf,
Bob Olson, Ed Gant



Tom Eckert



Quincy Watt, Tom Eckert

Also Bob Chapman and Jane were in attendance (Photographs by Jane)

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



PORTABLE LINE CUTTER

by Dan Lewendowski



Having to do a lot of rigging with a variety of sizes of nylon cord, I got pretty sick of using a clumsy soldering iron and a big hot-wire wand to cut and seal the ends of the rigging.

Here's a convenient tool - quick to make - that saved me a ton of time and allows extremely close and safe finish cuts on rigging.

I had a 1.2V, 5Ah rechargeable NiMH C-cell sitting around. Using duct tape, I attached two brass rods to the battery sides with duct tape. One rod is spot soldered to the negative base of the battery. The battery had solder tabs, but with care and speed, you can solder to a button top battery too. That rod was covered with shrink tube as an insulator. The other rod had a push-button switch soldered between it and the positive battery terminal.

The wires were bent to .25" spacing, and a

short piece of nichrome heater wire was attached between the two ends.

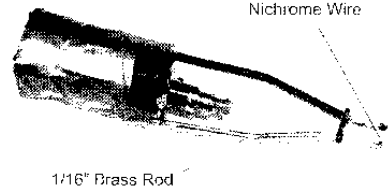
A push of the button and the wire heats up very rapidly and makes a very clean cut. I've cut up to 1/16" nylon with it.

The extended arms and narrow cutting tip make it easy to get into any space to make a cut. To prevent an accidental cut or melt damage, place the cold cutting wire inside the line piece to be cut, push the button for heat and draw the heated wire out and away from the pieces

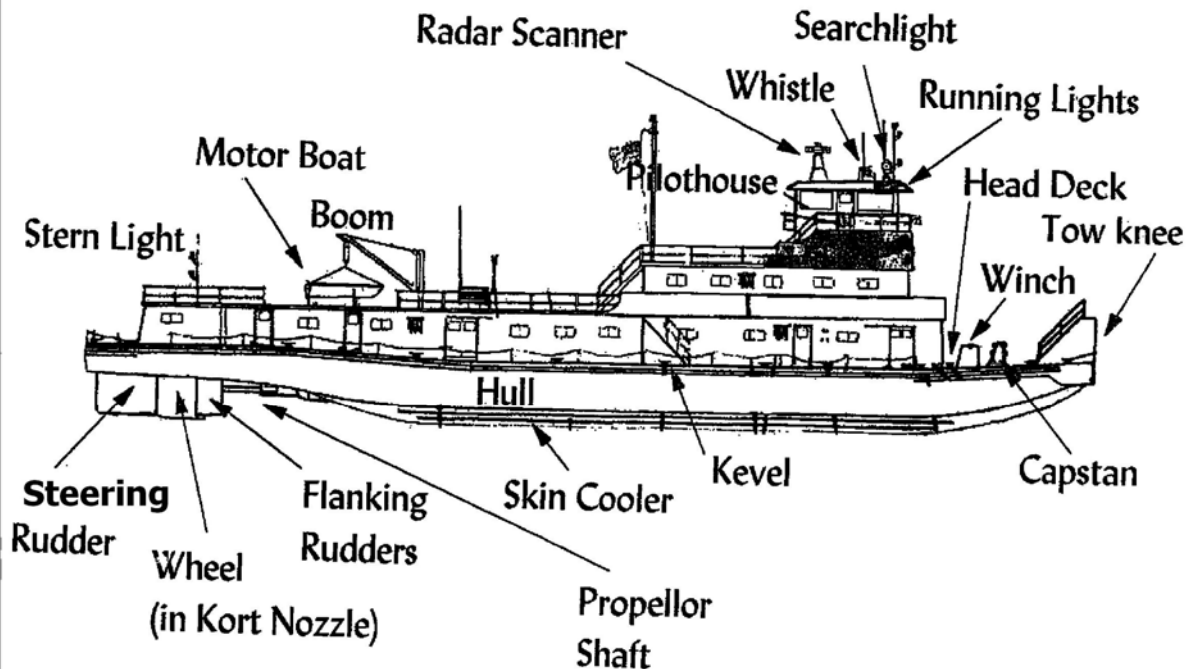
that you don't want to cut or damage. Works very slick!

-Dan

NiMH Rechargeable C-Cell
1.2V, 5000mAh



Towboat Equipment & Terminology



Tentative 2009 meeting dates are:

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.

**I find it amazing that this photo,
taken so many years ago, actually still
exists!**

**And now, someone has put it online for all of
us to see. This INCREDIBLE
picture was taken in 1918.**

**It is 18,000 men preparing for war in a
training camp at Camp Dodge, in Iowa ..
EIGHTEEN THOUSAND MEN!!!!
What a priceless gift from our grandfathers!**

FACTS:

- Base to Shoulder: 150 feet**
- Right Arm: 340 feet**
- Widest part of arm holding torch: 12 1/2 feet**
- Right thumb: 35 feet**
- Thickest part of body: 29 feet**
- Left hand length: 30 feet**
- Face: 60 feet**
- Nose: 21 feet**
- Longest spike of head piece: 70 feet**
- Torch and flame combined: 980 feet**
- Number of men in flame of torch: 12,000**
- Number of men in torch: 2,800**
- Number of men in right arm: 1,200**
- Number of men in body, head and
balance of figure only: 2,000**
- Total men: 18,000**



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STANDING TALL Titled "Human Statue of Liberty," this image was taken at Camp Dodge in Iowa and used eighteen thousand men.



SS MAHROUSSA (1865)

Vintage Passenger Ship Roundup by Peter Knego
Passenger vessels still afloat in the 21st Century

SS MAHROUSSA at Alexandria, Egypt, September 29, 1994.
Photo by and copyright Kevin M. Anthony

SS MAHROUSSA - The graceful 478 by 43 foot, 3,762 gt iron hulled SS MAHROUSSA was built in England for the King of Egypt and was the royal yacht until the monarchy was overthrown. At that time she was renamed EL HORRIA (AL

HORREYYA) and has since served as a naval training ship and, off and on, as the presidential yacht. She is considered to be an historical shrine by the Egyptian Navy at Alexandria.

She was rebuilt in 1905/6 in Italy and became one of the earliest ships of any size to be fitted with steam turbines. Her greatest claim to historical fame is that, as the Egyptian royal yacht, she was the first ship leading the procession through the brand new Suez Canal in 1869. Sometime in the latter 19th century, she was cut in two and had approx. 40' added to her length. She was recently reboilered in Alexandria.

In 1976, at the age of 111 years, she steamed to New York to take part in the U.S. bicentennial celebration. The ship's condition is immaculate, and duty in her is considered a great honor in the Egyptian Naval Forces. EL HORRIA goes to sea about three times a year, usually just for the day.

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Jim Schwinkendorf
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