



# The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



## BROADSIDE

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### NOTICE:

**The next meeting will be held on August 1, 2011 at St. Stephen's Episcopal Church,  
33 N. Clay Ave, Ferguson, MO 63135**

## NOW HEAR THIS

### FROM THE BRIDGE



Reliability is a concept that is with us every day, and something that should be part of our thinking when we work on our model boats. It is certainly a goal

when building a full-sized boat. The boat must sit properly in the water, have proper sailing qualities when underway, and have a reliable power plant to move the boat across (or under) the waves.

My current reading material is a two volume book set written by author Clay Blair, and deals with the history of German U-boats during WW II. Now I must admit for all of my submarine reading up to this point, my primary focus has been learning about US Navy WW II fleet boats, as they have always been of great interest to me. And I have learned a lot about these complicated pieces of machinery that helped win the war in the Pacific.

The American boats were propelled by means of a simple and very reliable power plant, with

its concept coming from the railroad industry testing and research during the 1930's. The heart of the propulsion system was four diesel engines, built by either General Motors or Fairbanks Morse. There were a few other diesels used, but they were unreliable and changed over to those made by GM or FM. These four robust diesels were coupled to electric generators, and the electricity there from ran electric motors and/or charged batteries, in all sorts of possible combinations. Very reliable. This combination is basically how a modern railroad diesel electric locomotive still pulls trains today.

I had always thought that the German U-boat was likewise a very reliable boat – until I started reading Mr. Blair's accounts of the operations of these boats. First, a U-boat had only two diesels, and they seemed to have a lot of reliability problems. Many a patrol got off to a bad start with diesel engine problems, necessitating a return to port for repairs. And many more engine failures occurred out on the ocean, where the U-boat limped home.

Reliability means a lot when someone is shooting at you and you need to make a hasty retreat!

In addition, the U-boats directly drove the prop shafts through a transmission. The electric motors were also clutched to the shafts, and they were used as the generators to recharge the batteries for underwater power. This turned out to be a very unreliable process, depending on the transmission for everything to survive. If the transmission/clutching devices didn't work, coupled to only two diesel engines with problems, it is easy to see the unreliable result.....

So what's this got to do with your model boat? Well, the answer is that you ought to engage your brain when building or modifying your craft. Your model boat will operate only as well as the radio control system onboard, linked to your means of driving your boat. You need to think about reliability and incorporate it as much as possible into your work. How

many times have you heard someone complain about bad batteries, poor wiring, or that 27 MHz radio that just isn't working right? Dah! Where is there any plan to have reliability when the boat is out in the middle of the pond?

Take a look at your boats - realistically – and think about how reliable they really are. And then, **DO SOMETHING ABOUT IT!** Look at the nuts that keep the props in place, shaft couplings, the wiring and switches, the RC gear. If you can't truthfully say that it is as reliable as you can make it, you are dealing with a not fun afternoon of not sailing.

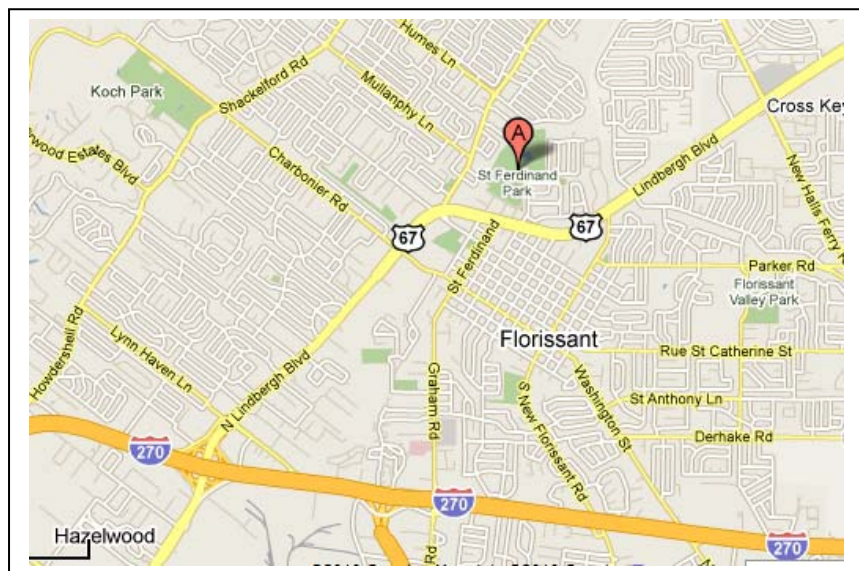
This is a hobby for having fun. But it is also a hobby that requires some thought, planning, and execution to have as much reliability as you can. Smooth sailing.

Commodore Jim

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**5:00 PM Dinner at Applebee's, 2309 N Highway 67, Florissant, MO 63033, and 7:00 PM meeting at St. Stephens Church**

**Third Sunday every month – Sailing at St Ferdinand Park, Florissant, MO - Weather permitting (55° plus)**



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St. Louis Admirals RC Model Boat  
Meeting Minutes  
July 11, 2011

Commodore Jim opened the meeting at 7:15 PM with the Pledge of Allegiance. We had graciously waited for the Garden Club to vacate the church hall. Fifteen members were in attendance on this extremely hot and humid day.

Reading of the Minutes as published in the *Broadsides* was approved. The Treasurer also gave his report on the Club's finances. We currently have about 28 members who are current on their Club dues. If you haven't renewed, please do so now or you will be dropped and no longer get the newsletter and other Club benefits.

The picnic with about 12 people attending was held at the O'Dell pond on June 18, in spite of the hard rain and thunderstorms in the area that morning.

A letter telling Catering St Louis what we need for the Regatta has been submitted, but no response yet received. Planning continues. The Club voted and approved the "Captain in the Rowboat" figurine as the theme device for the 2011 trophies.

The Kirkwood Green Tree Festival was discussed. The Club decided that it would sail boats on Sunday, September 18, and not attend nor have a static display on Saturday, due especially to anticipated crowds and possible damage to boats by attendees.

The Club received a donation offer of four RC equipped boats from Michael Louis of Dwight, Illinois. Commodore Jim showed images of the boats, which look really nice. Bob Keeler will make contact with Mr. Louis to pick up the boats at Dwight and get them back to St Louis. Once they are here, we will make arrangements to conduct a raffle, with proceeds there from to go to the Club treasury. More information will be forthcoming.

Fred Hoeffken turned back two raffle tickets which he had won, and the Raffle this month went to four winners: Jane Rivers, Fred Cody, Ray Sepanski, and Jeff Manning.

Future meeting dates are August 1, September 12 (one week later than normal due to Labor Day), Kirkwood special sail on September 18, and the Regatta at the Forest Park Boat House on October 1-2. The Club decided to forego the normal business meeting on October 3, due to so many other proximate sailing events.

Fred Hoeffken displayed his boat, *Indiana*. It's a beautiful example of his craftsmanship and a lot of work.

The meeting was adjourned at 8:15 PM.

Minutes as presented by Commodore Jim.

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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

Tom Eckert  
10121 Pinehurst  
Overland, MO 63114-1527

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, Tom Eckert

Tentative 2011 meeting  
dates are:

Sept 12, 2011

**NO OCT MEETING**

Subject to availability by St. Stephen's Church

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**IMPORTANT ANNOUNCEMENT  
INFO ON 2011 REGATTA**

Breaking with tradition this year, the 23<sup>rd</sup> Annual Regatta of the St Louis Admirals is being planned for a new location and at a slightly different time than in the past.

**Dates: OCTOBER 1-2, 2011  
Location: The BOAT HOUSE in FOREST PARK**

For those from out of town who may not be familiar with this location, it is just west of downtown St Louis in the area that was once the home for the 1904 St Louis World's Fair. The Club has sailed boats in the lagoon area at the BOAT HOUSE several times last year, and found it to be an excellent location for the Regatta.

The Forest Park area includes the sites of the Art Museum, the St Louis Zoo, History Museum, Muny Opera, and the Science Center. In addition to the Boat House restaurant itself, there are many nearby motels, restaurants, and facilities that are close to the park.

As our planning moves forward, we will be providing many more details. But for now, please mark you calendars, get your boats ready, and plan to attend a fun event in a beautiful setting.

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Picnic at the O'Dell's Pond - Pictures by Jeffrey Manning ©



# Confederate sub upright for first time since 1864

**AP** Associated Press



*AP – The Confederate submarine H.L. Hunley sits in its slings on Friday, June 24, 2011 at a conservation lab ...*

*By BRUCE SMITH, Associated Press Bruce Smith, Associated Press – Fri Jun 24, 3:01 pm ET*

NORTH CHARLESTON, S.C. – The first submarine in history to sink an enemy warship is upright for the first time in almost 150 years, revealing a side of its hull not seen since it sank off the South Carolina coast during the Civil War.

Workers at a conservation lab finished the painstaking, two-day job of rotating the hand-cranked H.L. Hunley upright late Thursday.

The Hunley was resting on its side at a 45-degree angle on the bottom of the Atlantic when it was raised in August 2000 and scientists had kept it in slings in that position in the lab for the past 11 years.

But they needed to turn it upright to continue with the job of conservation.

Scientists hope the hidden side of the sub will provide clues as to why the Hunley sank with its eight-member crew in February, 1864, after sending the Union blockade ship *Houatonic* to the bottom.

While there was no immediate clue from a first look at the hidden hull but "we are seeing some tantalizing clues on that side," Hunley archaeologist Maria Jacobsen said Friday.



*AP Photo/Bruce Smith*

Scientists knew there were large hull breaches on the starboard side that remained out of view all these years. Jacobsen said the area around the holes is smooth, as the sediment that has hardened on the hull was blasted away. It's not clear whether the breaches are manmade — caused by an explosion or the like — or simply caused by nature.

She said it likely could have been scoured away by water and tides.

"We may be dealing with nature here. How can these massive hull breaches occur?" she asked.

"Nothing jumps out at me" from seeing the starboard side, said state Sen. Glenn McConnell, the chairman of the South Carolina Hunley Commission. "But we will be examining it for any clue that might be there to help us solve the mystery."

There are various theories why the sub sank. It could have been damaged by fire from the *Housatonic* or the sub's crew was knocked out by the concussion from the blast that sank that ship. Or it could have been damaged by another Union vessel rescuing the *Housatonic*.

Studies show the crew died of a lack of oxygen and didn't drown. The remains of the crew, who were buried in 2004, were found at their stations and there seemed no rush to the escape hatch.

McConnell said seeing the submarine upright brings it alive.

"Instead of looking like an artifact, it now looks like a stealth weapon," he said.

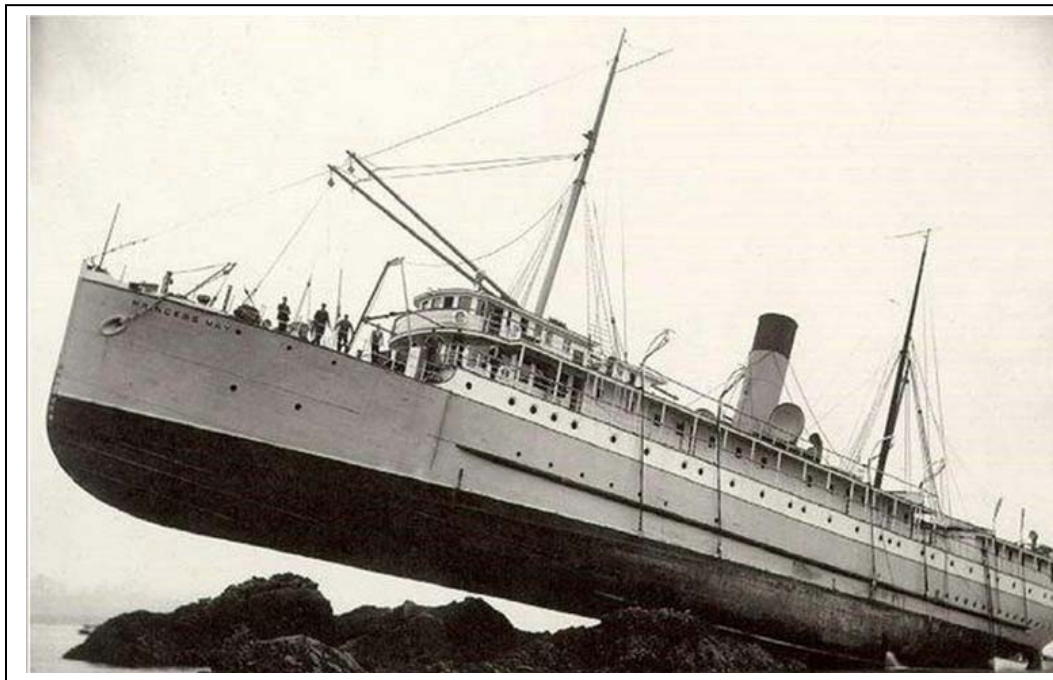
"It's as if you are looking at the submarine for the first time," agreed conservator Paul Mardikian. "Before it was more like a mass of inert metal. Now it looks like something that had a life."

The next step in conserving the Hunley comes next week when it will be lowered onto keel blocks to hold it upright. It will probably be a month before a truss and the slings that suspended the sub from it will be removed, providing an even better view of the submarine.

The delicate process of righting the sub involved rotating it between 800 and 1,000 millimeters. A team of workers adjusted the slings by 2 millimeter increments during the two days the job took.

"It went better than it had any right to do," said Mike Drews, the director of the conservation center. "Knowing there were unknowns, we always erred on the side of caution."

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**PRINCESS MAY SHIP WRECKED IN SENTINAL ISLAND, ALASKA - 1910**



Princess May Wrecked on Sentinel Island, Alaska; August 5th, 1910.

This is a Winter and Pond photograph. Sentinel Island is located in Lynn Canal, north of Juneau, Alaska. The ship struck the reef in heavy fog. The Princess May was carrying one hundred passengers and sixty-eight crew members. No lives were lost in the accident. The ship was later repaired and returned to service.



Picture by Jeffrey Manning ©



## **SUPPORT YOUR LOCAL HOBBY SHOP**

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

**IF YOUR DUES ARE NOT PAID BY AUGUST 1, 2011 THIS WILL BE YOUR LAST NEWSLETTER**