



The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



BROADSIDE

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

Secretary – Chris Kunz (314) 453-9619

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 July 11, 2011 at St. Stephen's Episcopal Church,
33 N. Clay Ave, Ferguson, MO 63135**

NOW HEAR THIS

FROM THE BRIDGE



During World War II, a message put out by the US Navy concerning the possible loss of a submarine was "Overdue and Presumed Lost." While not every instance of an

overdue sub resulted in a loss, unfortunately 52 boats are still on "Eternal Patrol."

The occult art of submarining, whether in model form or in real life, has certain risks that generally go beyond what surface craft encounter. During WW II, 52 of our boats were lost for all sorts of reasons, with some by accident and some through enemy action. The determination of some losses is still unknown, but more boats have been found in recent years and determinations (or theories) made. If you want to do some reading on the subject, take a look at *Disasters of the Deep* by Edwyn Gray. After having read this book, I began to appreciate the dangers associated being on a submarine, whether in peace or during war.

Notwithstanding this information, I have continued to pursue my interest in underwater

craft, and especially through my adventures with my model of the *USS Silversides*, a WW II boat still surviving up in Muskegon, MI at a lakefront museum. I spent a fair amount of time on the real boat taking photos so that I could appropriately detail my 1:48 model which I have had running on numerous Club outings.

I therefore had no idea that I would experience an "Overdue" situation when I headed for the Florissant pond at St. Ferdinand Park in early June. The boat had been running great and I have been having a lot of fun watching it glide beneath the waves upon command. However, for every "Dive" command there is supposed to be a "Surface" command. So late in the afternoon I was much perplexed when the boat failed to surface when I blew the tanks. It is a very strange (and sickening) feeling looking out at an empty pond!!!

After I accepted that the boat was down, I started on a rescue process. First I got an OK from the Director of Parks in Florissant to look for it. Then I started to line up a diver. All of this took some time, phone calls, emails, etc.

I was amazed when I got an early morning call from Jeff Jones, a past Club member and a fellow sub modeler, asking if I had lost my boat. Here's the story as I know it.

Two fishermen at the park snagged an underwater line while fishing. They pulled hard on their line and came up with another line, tangled onto my model sub. They dragged it onto the concrete pond apron, at which point a father, George Vrabel, and his two sons were told by the fishermen that they could have the boat, and they took it home. The inside was bone dry and the main batteries were still functioning.

The next morning,. Mr.Vrabel told a coworker at Boeing who told another coworker who

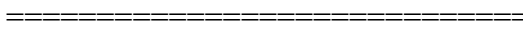
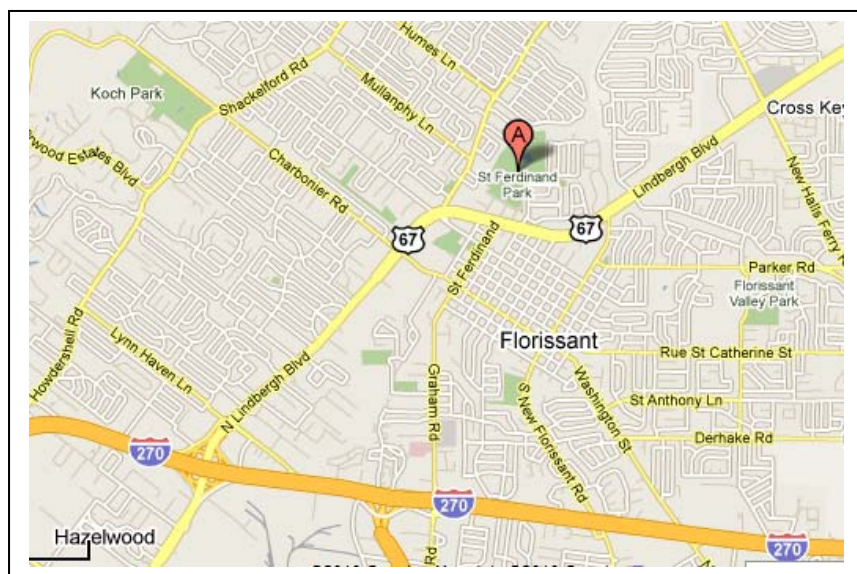
mentioned it to Jeff, who also works at Boeing. Upon getting a description of the boat, Jeff said, "I think I know the guy who owns the boat," and gave me a call. Now how many coincidences have to happen to complete all of the links that resulted in the return of my boat to me!!!!!! I can attest to the power of prayer, especially to St. Anthony, patron saint of things lost.....

So the boat is back home in the basement, undergoing minor repairs. It will soon again be sailing, but NOT diving at St Ferdinand park pond! I also gained an understanding of what it feels like to lose a boat. I highly recommend St. Anthony.....

Commodore Jim

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)



St. Louis Admirals RC Model Boat
Meeting Minutes
For June 6, 2011

The meeting was called to order by Commodore Jim at 7:15 PM, and the Pledge of Allegiance was given by the members. It was reported that Don Taschner's wife had heart surgery. Fred Hoeffken said he probably will have more surgery soon.

Minutes for the May meeting were approved as published in the Broadside. George Kirby provided a report of our Club funds. Tom Eckert said 26 members have paid up their dues with more expected next month.

The Benton Park sail on June 4th went well and an open invitation was given to Club members to sail anytime. The annual Club picnic will be held Saturday, June 18th starting at noon at the O'Dell pond in Bunker Hill, IL. The Club will provide fried chicken and sides; members can bring salads and desserts to share. The pond has been sprayed to control the weeds.

Planning continues for the Regatta to be held October 1st and 2nd at the Boathouse in Forest Park. We have registration volunteers, coverage for the technical check of all boats to be judged, and class captains. Members expressed an interest in trying a timed navigation course as part of the Regatta, pending discussions with Boathouse management. If this proves feasible, Tom Eckert and Chris Kunz will serve as co-Harbor Masters.

Commodore Jim and Bob Chapman won the Mark Twain raffle gift cards. Dave St. Clair gave a demonstration of the lighting system onboard Mr. Darby. George Kirby mentioned that you can buy a camping light at Big Lots for \$5.00; it has @ 40 LED lights powered by AA batteries. Phil Frisch said he has an old cart frame with wide wheels that someone can have to fix up to move their boats from car to lakeside.

The Kirkwood Green Tree Festival committee has asked the Admirals to participate on both Saturday, September 17th and Sunday, September 18th. Saturday would be a static display to draw interest from kids and their parents. Sunday would be a sailing day on Walker Lake from 10 AM to noon, with a 2 hour break for lunch and the festival, and sailing again from 2 – 3 PM. About a dozen members expressed general interest in participating, pending receipt of more detailed information from another meeting with the Director of Kirkwood Parks.

Upcoming events are: June 18 Club picnic; Monday, July 11 St. Ferdinand sail and meeting; Sept. 17 Kirkwood Park static display; Sept. 18 Kirkwood Park sail; Oct. 1 Regatta at the Forest Park Boathouse; Oct. 2 Regatta at the Boathouse.

Respectfully submitted, Chris Kunz, Secretary

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:

Aug 1, 2011

Sept 12, 2011

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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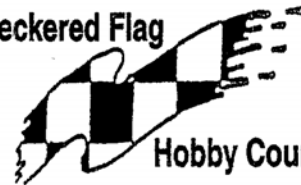


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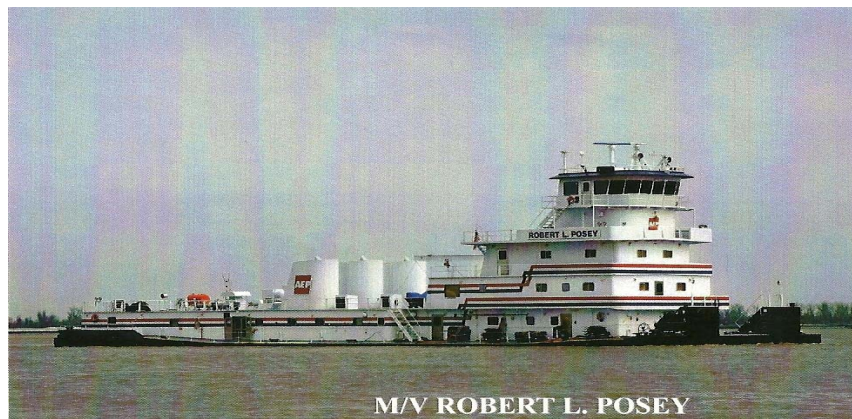


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AEP Dedicates New Boat In Honor of Established Captain By Jeffery & Jodie Manning



M/V ROBERT L. POSEY

The Robert L. Posey is a River Towboat, that pushes large heavy tows, of 48 to 72 barges. The boat operates from Cairo, IL to New Orleans, La. This boat was built in 1974 by Dravo Corp. at Neville Island, Pa. It is A Triple Screw towboat 190 ft long by 54 ft wide with EMD 16-710 diesels with kort nozzles and is rated at 12,000 HP. The boat was originally named the W. J. Barta when built and was owned by The Valley Line Co. located out of St. Louis, Mo. It was then sold in 1992 to American Commercial Lines LLC located out of Jeffersonville, In. 2009, the boat was sold and renamed the Robert L. Posey by AEP River Operations LLC located in Chesterfield, Mo. From 2009 to 2010, AEP ordered a complete renovation on the Robert L. Posey. The boat was totally gutted and rebuilt putting in 3 new fuel efficient and EPA compliant diesel engines that are rated at 4000 HP each. In addition, they removed both the pilot house and the second deck adding a taller deck to raise the eye level of the pilot, so that they could see over 6 lengths of barges at approximately 1200 feet long. The Robert L. Posey is being dedicated in Honor of my Brother in Law for his service to AEP LLC organization. Robert has been a Capt. for over 30 years and currently holds the title of Senior Capt. Congratulations Capt. Posey on your achievement.

The Emma Maersk, part of a Danish shipping line, is shown in the photos below.



What a ship...no wonder 'Made in China' is displacing North American made goods big time. This monster transports goods across the Pacific in just 5 days! This is one of three ships presently in service, with another two ships commissioned to be completed in 2012.

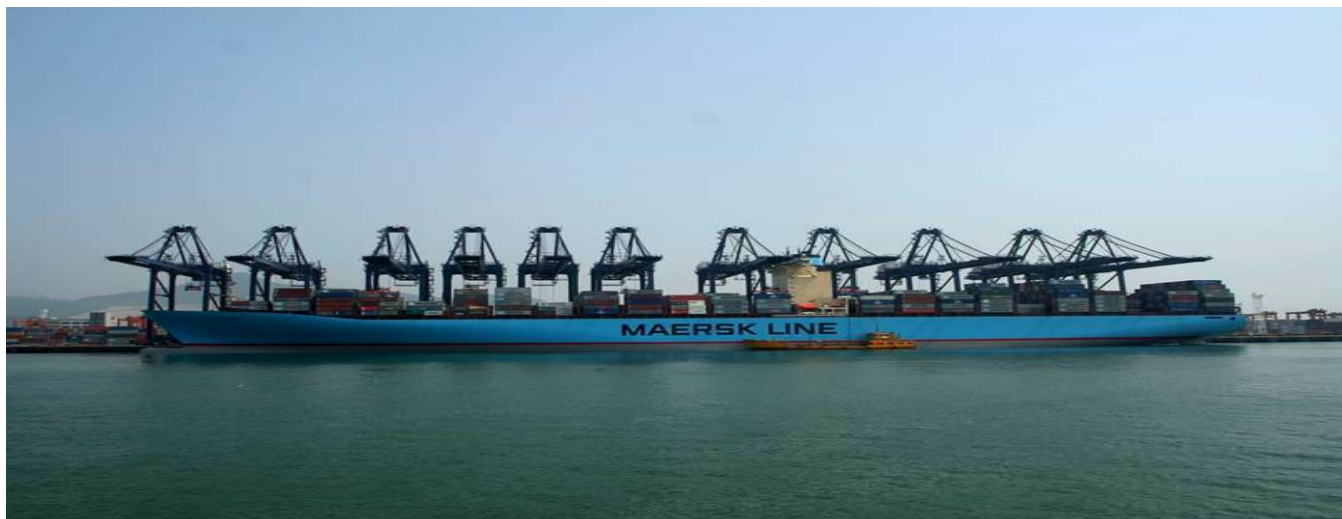
These ships were commissioned by Wal-Mart to get all their goods and stuff from China .. They hold an incredible 15,000 cartons and have a 207 foot deck beam! The full crew is just 13 people on a ship longer than a US Aircraft Carrier (which has a crew of 5,000). With it's 207' beam, it is too big to fit through the Panama or Suez Canals ..

It is strictly transpacific. Cruise speed: 31 knots.

The goods arrive 4 days before the typical container ship (18-20 knots) on a China-to-California run. 91% of Walmart products are made in China .. So this behemoth is hugely competitive even when carrying perishable goods.

The ship was built in five sections. The sections were floated together and then welded.

The command bridge is higher than a 10-story building and has 11 cargo crane rigs that can operate simultaneously unloading the entire ship in less than two hours.



Continued on back page



Benton Park, St Louis, Missouri
June 4, 2011



Pictures by Jeffrey Manning ©

Country of origin - Denmark
Length - 1,302 ft
Width - 207 ft
Net cargo - 123,200 tons
Engine - 14 cylinders in-line diesel engine (110,000 BHP)
Cruise Speed - 31 knots
Cargo capacity - 15,000 TEU (1 TEU = 20 cubic feet)



Crew - 13 people!

First Trip - Sept. 08, 2006

Construction cost - US \$145,000,000+

Silicone painting applied to the ship bottom reduces water resistance and saves 317,000 gallons of diesel per year.



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