



The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



BROADSIDE

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***NOTICE: THERE WILL BE NO BOAT CLUB MEETING AT ST STEPHEN'S
*ON MONDAY, JANUARY 2.**

Instead, we will sail at the Mehlville indoor pool on Monday, January 9, from 7:30 PM until 9:30 PM.

The pool is located in a separate building in back of the front building at 3100 Lemay Ferry Road, which is about a mile east of I-255/I-270. The entrance is at a stop light intersection of Lemay Ferry Road and Will Avenue. Upon entry on the south side of Lemay Ferry, go along the building to the back and turn right. Go through the parking lot and stay to the left, going down to a small brick building in the back near the football field. Park where convenient. There are a few steps up to the building at the west side, and a sloped entry on the north side. Both entries lead directly to the pool room which will be warm and humid. There are bleachers along one side where you can park your boats.

The pool is approximately 45' X 75', with depth ranging from 4' down to about 12' deep. There will be a lifeguard on duty, and Mehlville officials will also be there. From the parking area to the pool building is a distance of about 60' - not far.....

Commodore Jim





Google earth

feet 1000
meters 300



NOW HEAR THIS

FROM THE BRIDGE



When I was on active military duty at my first appointment in the Army following Transportation School, I was initiated into a standard Army practice that I have always remembered as being a nice touch to military life. I was assigned to the 714th Transportation Battalion, Railway Operating, Steam and Diesel Electric, Company "C". It was the last active railway unit in the Army. I had taken ROTC while getting a BS degree at Purdue and did not come from a family with military background. And I was a "butter bar" Second Lieutenant.

About once a month we were invited to a reception at the Battalion Commander's home, and perhaps "invited" is not an appropriate word – you were flat out EXPECTED to attend, calling card on the hallway plate and all of the proper protocol for an officer. Besides socializing and having a libation, we were called to order by the Lieutenant Colonel, Bernard J. Conroy, and participated in what was called a "Hail and Farewell" ceremony. Newly appointed officers joining the unit were greeted, and those who had orders for a new assignment (generally called Vietnam) were given a small gift and wished well.

Among all of the otherwise unpleasant functions and duties in the Army, this one stuck out as something really nice. I have now been Commodore of the Admirals for four Regattas, and have tried my best to keep the aging Club together and to provide some interesting opportunities to enjoy sailing model RC boats. Hopefully the members feel that my time as Commodore has been successful. I have certainly put in the hours trying to make it so.

boats (except, perhaps, for the submarine loss at Florissant). And I hope that I haven't bored too many of you with submarine stories, trials and tribulations. Just because I like subs doesn't mean that you have to. So having given it my best shot as Commodore, I think it appropriate to say, "Hail to new acquaintances and Farewell to old friends in the Club."

Have a healthy, happy and great Holiday Season!

I have decided to retire from being Commodore as of the end of the year. I have enjoyed my time, being with the members and having fun sailing my

Commodore Jim

Tentative 2012 meeting dates are:

Feb 6, 2012

Mar 5, 2012

Subject to availability by St. Stephen's 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

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

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Saint Louis Admirals RC Model Boat Club  
Meeting Minutes  
December 5, 2011

Commodore Jim opened the meeting at 7:30 PM with the pledge of allegiance. Fred Hoeffken was present after a long absence for physical therapy. Bob Olsen is home and doing well after a minor stroke. Six spouses were present to share in the Christmas social.

The first order of business was supper and lots of desserts. Afterwards, Commodore Jim thanked Jane Rivers for arranging everything. He also thanked the spouses for their help in setting up and clearing away all the food. Santa Claus paid all a visit and passed out candy canes to those who were good (that was ALL of us). Thanks to Santa (sometimes known as Paul Kirby) for adding to the holiday spirit.

The social time was followed by reading and approval of the minutes as published in the Broadside. Then, Commodore Jim thanked all members for their support during the 41/2 years in that office. He highlighted the fun sailings we've had together in old and new venues. As there was no nomination of a successor to retiring Commodore Jim, the open filing period is held over until the next meeting on January 9, 2012.

Commodore Jim presented the Mariner's award to Thomas Eckert, Chairman of the 2011 Regatta Committee, and to Chris Kunz for planning and coordinating the event at the Boathouse in Forest Park. Ray Sepanski and George Kirby received the Commodore's award for long time meritorious service to the club.

George Kirby gave the Treasurer's report. A motion was made and passed to donate \$150.00 from the treasury to St. Stephen's food pantry.

Dave St. Clair informed the members that a representative of the Mehlville School District proposed that the club use the Mehlville pool for winter regattas. After discussing possible dates and times, it was agreed that the club would do a trial run of the Mehlville pool on Monday, January 9, 2012 from 7:30 to 9:30 PM. This event will be a combination sailing and business meeting. Electric boats only are allowed in the pool; no steam powered vessels. The pool is located at 3100 Lemay Ferry Road, near the South County shopping center.

THERE WILL BE NO MEETING AT ST. STEPHENS EPISCOPAL CHURCH ON MONDAY, JANUARY 2, 2012.

Dave St. Clair has boat alarms for sale for \$10.00 for those interested. Members should also note that dues for Scale Ship Modeler's Association of North America (SSMA) will increase to \$25.00 beginning January 1, 2012, the first increase in more than 10 years.

Members gathered their take-home goodies from the social hour, and the meeting was adjourned at 9:05 PM.

Minutes as presented by Chris Kunz Secretary

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The following articles are from the



JUNE, 2011

# Nautical News

## *SAN FRANCISCO MODEL YACHT CLUB*

↳ Spreckels Lake - Established 1898 - Golden Gate Park

### **Avoiding the Dead-Battery Blues**

You can expect to have occasional episodes of battery failure each season, but I've had more in the first few weeks of the season than I've had in the past couple of years.

The first problem was a broken wire in my Rx battery holder only minutes before the start of the Ragtop-Stinkpot Regatta on Opening Day. Jerry Bowen to the rescue with the help of some Scotch tape, and I was able to join the competition. Bernard Price also offered a spare battery pack, "just in case."

The next time I had battery problems, it was entirely my fault for not properly charging the Tx and Rx battery packs for my Star-45. I learned the hard way that "the jitters" under the hatch is – without a doubt – the precursor the IMMINENT BATTERY FAILURE, which indeed happened just as the race was starting. This time, it was Oscar Koechlin to the rescue, with not one, but two spare Rx packs. Only one pack had a plug that fit my unit (a little loose, but it fit), and it was enough to get me into the race. A few minutes later, I lost control of my boat, and realized my Tx batteries were kaput. Oscar pulled eight fresh AA batteries out of his seemingly bottomless backpack, and we thought I was back in the race. Not so! Bob Heacock was on the scene with his tugboat, and did what all tugs do so well – rescue a stranded vessel. All the spinning and bouncing while my boat was out of control evidently caused the loose connection to part; once that was fixed, I was back in the race and came in third for the day. (Should I say there were three boats racing that day?)

Lesson learned: I finally heeded the advice of the Power Squadron members (especially Lee and Bernard) and ordered a "smart charger" to help me manage my batteries and end the guessing game: Dual Power 50w 5a Balance Charger for 1-6S Li-Po, NiMh, NiCad, PB (Charge / Discharge / Balance / Cycle). Look for a unit that includes AC & DC input power cords, balance board, and several different types of charge leads for various needs. It's not a simple device, but I'm sure learning to use it will be worth the effort.

**Mary Rose Cassa**

### **The Philosophy of "Winding"**

"In this Winding World...there is a time for...Not a time for words but a time for quiet thought, a time for few or many people, not a time to wind up into race mode for a race of any kind but a time to wind down into peaceful, friendly and relaxing mode. Not a time for strategy on how to get one's model yacht ahead, but a time for a quiet non-competitive kind of sail while savoring the enjoyment of the day.

"Windle with respect, share the pond and the wind, and the time of day with other users: Share a smile, a greeting, perhaps even a bit of humor with those around, with those who pass by and express interest in the activity you are engaged in, even to those who simply pass by. Share the pond with the seagulls, ducks and underwater life who have a right to be there, and when you sail, just for the sheer hell of it, let out the sheets and allow your boyhood imagination the freedom to indulge itself as you cruise on any 'oceans' you desire, having sent all irritations packing". (Mark Steele)

Some years ago, New Zealand model yacht enthusiast Mark Steele, fed up with continual International One Meter arguments, coined the word "Windling" while quietly promoting the concept of peacefully "cruising" model yachts of all kinds.

In a friendly atmosphere he produced and edited a thrice-yearly 28 page magazine called "Windling World". It was the flagship of his mission to show readers the many types of model yachting open to them, to show them the scale and other models of others in distant lands, and to encourage adults to shed whatever stigmas that may have existed about men *CAUGHT SAILING TOY BOATS*.

If you'd like to read Mark Steele's articles, go to [www.duckworksmagazine.com](http://www.duckworksmagazine.com), , click on "features", and look for articles by Mark Steele.

## **Bill Lesh (From "Model Yachting", Issue 161)**

### **Vesta, a Long Journey**

Vesta is a 51' Gloucester Sloop, built in 1898. My "Vesta" model is a 51" plank-on-bulkhead wooden boat, sheathed in fiberglass. I just really think she is a pretty boat.

#### General statistics

- 50 pounds, 25 pound bulb by Jon Elmaleh
- 3 sail controls, one rudder control
- Double planked with 1/8" cedar
- Sails by John Amen
- Fittings by me, Pekabe, Fisher, Roger Cousineau and Burt Bechtel.

I wanted to explore several construction and technical areas that I had not worked in before.

- First, I wanted to solve one detriment of "scale" sailing models, which is that they are too tender to sail well.
- Second, I wanted to build a wooden boat, from scratch, that was large enough to incorporate some detail and still operate as a real sailing model.

I saw building Vesta as continuation of my series of New England fishing boat models of the late 1800's, early 1900s. I have made a number of kits and a few smaller, scratch built models from this period.

One of the pleasures of this exploration has been the opportunity to learn a lot about history, specifically the construction, sailing and fishing practices of this place and time.

One of my favorite references, specific to this area, are the Howard I. Chappelle books, and it was in one of these that I found the lines of Vesta.

Vesta had many the attributes I was looking for:

- Unlike the better known and larger, Gloucester schooners; she was the right size (51" on deck at 1/12 scale).
- She had great carrying capacity to allow a lot of ballast
- She was the correct period
- Last, she was very pretty.

As with many good things, however, there were some problems. In this case, the most serious was a substantial lack of information on the boat other than her lines. Most of my questions had to do with the deck layout, cabin construction, and exact sizes and relationships between various deck components.

I contacted the Mystic Seaport and found several references that helped:

- First, they had a model of this exact boat constructed by Erik Ronnberg, a well known model maker. I

had the Seaport send me pictures of this model from various angles.

- Second, they had a wonderful photograph of the “real” boat under sail, that I had them print for me, as well as providing a CD of the photograph that allowed me to blow up and examine various areas of the photograph.
- Last, Erik had written an article on Gloucester Sloops for WoodenBoat magazine, which I obtained a copy of.

In my mind, completing a model, or for that matter completing any effort, has two parts, research/engineering and construction. Since I knew this was going to be a significant effort, we did a lot of engineering before starting.

I knew there would be quite a journey between pretty “lines” and construction a boat that would meet my original design criteria.

Basic planning and engineering decisions were made:

- I was going to use a “bulb” keel”
- I was planking the boat over moulds developed from the sections in the Chappelle book.
- I was going to use an overlapping jib which would require at least a separate sail control.
- I was not going to attempt an “exact scale” model, but rather what is generally called ‘stand-off’ scale.

During construction, there seemed to be an endless list of items to do and find. Slowly the boat took shape in the Brosius boatyard.

- I had the lines “blown-up” to the exact size.
- I traced and modified the “sections” and added ½” to the overall height of the hull to insure some additional ballast capacity.
- I ordered 400 feet of 1” x 1/8” cedar
- I found a whole bunch of ¼”, 1/8” and 1/16” aircraft plywood.
- I sourced some perfect, straight grain spruce for the spars, that would otherwise would have been used for aircraft construction.
- Designed a titanium keel, found the metal, and had the blank water –jet cut.
- Worked with a friend to design and pour the 25 pound bulb
- Sourced fittings from 5 different sources, including some off the shelf, some I made and many custom pieces
- Learned more about building the “real” boat than I ever thought I would. It certainly took almost the same time.

The construction process, which is documented in the included pictures, went ahead reasonably steadily. Basically, I “strip planked” the boat twice, with several months spent sanding and “fairing” the boat in between the two layers. I used some techniques I had seen for building kayaks, including, for about ½ of the 2<sup>nd</sup> planking layer, stapling the planks to the 1<sup>st</sup> layer and then removing the staples. This significantly reduced the issue of how to clamp these, which at some points would have been impossible. Of course, this looked awful at first, but it worked out really well.

Once that was complete, I was able to fit the deck beams and cut the top of the molds away, leaving an actual boat! Mike Rachoff from our club then fiberglassed the outside and epoxied the inside of the hull. From that point, it only took about 2 years to finish!!

The complex construction effort would continuously surface “opportunities” to spend some time thinking about how to get me out of a problem I had built myself into. I sometimes spent a week or more thinking about a problem, and would wake up with the solution which took only about a day to finish. I would often work on a detail or a fitting that I knew how to complete, while I was waiting for a solution to the roadblock.

All of these steps have resulted in a model I am very pleased with and sails well.

Along the way, I learned that one of the great pleasures of this effort was the community that helped me, ranging from our club, over the web and phone, which provided the wide range of advice, counsel, materials

and resources to keep me going during some of the tougher periods. The enthusiasm shown by people, many of whom I had never met, was the treasure I took from this experience.

### Carl Brosius



Vesta



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