



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 April 7, 2014 at St. Stephen's Episcopal Church,
33 N. Clay Ave, Ferguson, MO 63135**

NOW HEAR THIS

FROM THE BRIDGE



"As Time Goes By" That's the name of a song in the Best Picture Academy Awards movie "Casablanca", for you older movie buffs. It's one of my

favorite movies, with Humphrey Bogart, Ingrid Bergman and Claude Rains. "As Time Goes By" is the song where Ingrid asks the piano player to, "Play it again, Sam."

So what does that have to do with model boats, you ask? Well, this past year I had been noticing that my big sub seemed to lack the robust running qualities that it once had. I knew that I had those special batteries made for me by Batteries Plus, so I decided that if they made my special packs once, they could make them again.

Of to the store on Manchester went I, with one of the older packs in hand. When I went in and showed them what they had previously made for me, they decided to check their computer for my previous purchase. These are really high capacity special medical batteries – the kind that keep heart monitors going if the electric power goes out.

Was I amazed when the sales person said, "Oh yes, I see that we made those for you in 2006." I almost shouted - 2006?????!!! That was seven boating seasons ago – holy XXXX. Can it have been that long ago???? And on my sub, loss of power equates to loss of boat. So I ordered my 15 new boat battery cells – 6 volts and 13.5 ampere hours.

Now my story has a lesson to be learned or kept in mind by all of us. Unless we have a true sailboat, we all rely on those magical electrons to provide power for our boat motors. And it is truly amazing how time can slip away from us. Why it seems like only yesterday when we built, modified, or upgraded our boats. And maybe it truly has been a lot longer than we think, and it truly is the reason why our boats just don't seem to run as well as they used to.

While we have seen a FEW days of warmer weather (darn few), it is still way too cold to really be contemplating getting our boats out on the water. So this is the time to realistically take a look at our boats, and test out those important items that make the boats run, and run well. It's far better on a cold day to make a trip to a hobby shop or battery supply place and get new batteries. And then get them installed. It's no fun on a nice warm day to

watch your boat go nowhere, just because you didn't get a fresh supply of boat electrons. It's a lot more fun to have a boat that runs!

So take a look at your prize boat (we'll name it "Louis") and get it ready for some fun sailing.

Then you too can say, "Louis, I think this is the start of a great friendship..."

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

Tentative 2014 meeting dates are:

June 2, 2014
August 4, 2014
REGATTA Sep 27-28, 2014
Nov 3, 2014 (Swap Meet)

May 5, 2014
July 7, 2014
Sept 8, 2014 (2nd Monday due to Labor Day)
Oct 6, 2014
Dec 1, 2014 (Christmas Social)

Subject to availability by St. Stephen's Church

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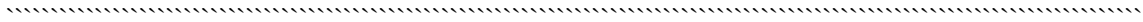
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Membership Dues ## Please take note of the following: ##

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

George Kirby
1146 Alyssa Ct
O'Fallon, MO 63366

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, George Kirby

NO MEETING – NO MINUTES -

"We received an email from Matt Ward who has a blog (like a personal website) that promotes and discusses RC model boating. You can view the site at blog.remotorboater.com. While the site seems to promote more of the racing boat variety of information, you may nonetheless find it interesting and informative.

You got the winter blues, how about a boat out of an old book you no longer want. Looks like an interesting project. Paper boat anyone?



RV FLIP Career (US)



Name: FLIP
Owner: Office of Naval Research
Operator: Scripps Institution of Oceanography
Builder: Gunderson Brothers Engineering
Completed: 1962
Identification: Call sign: WI7115
MMSI no.: 338040561
Status: Operational



General characteristics

Tonnage: 700 GRT
Length: 108 m (354 ft)
Beam: 7.93 m (26.0 ft)
Draught: 3.83 m (12.6 ft) (towed)
100 m (330 ft) (deployed)
Speed: 7-10 knots (towed)
Capacity: Fresh water 5.7 m³ (200 cu ft)
Water generation 2.7 m³ (95 cu ft)/per day
Crew: 5 crew
11 researchers

RV FLIP (FLoating Instrument Platform) is an open ocean research vessel owned by the US Office of Naval Research and operated by the Marine Physical

Laboratory of the Scripps Institution of Oceanography. The ship is a 355 feet (108 meters) long vessel designed to partially flood and pitch backward 90°, resulting in only the front 55 feet (17 meters) of the vessel pointing up out of the water, with bulkheads becoming decks. When flipped, most of the buoyancy for the platform is provided by water at depths below the influence of surface waves, hence FLIP is a stable platform mostly immune to wave action, like a spar buoy. At the end of a mission, compressed air is pumped into the ballast tanks in the flooded section and the vessel returns to its horizontal position so it can be towed to a new location. The ship is frequently mistaken for a capsized ocean transport ship.

History

The Marine Physical Laboratory (MPL) of Scripps Institution of Oceanography created FLIP with funding from the Office of Naval Research (TRF) and the assistance of the commercial naval architect, The Glosten Associates.[5] The Gunderson Brothers Engineering Company in Portland, Oregon launched FLIP in June 1962. In 1995, FLIP received a US\$2 million modernization.

Capabilities

FLIP is designed to study wave height, acoustic signals, water temperature and density, and for the collection of meteorological data. Because of the potential interference with the acoustic instruments, FLIP has no engines or other means of propulsion. It must be towed to open water, where it drifts freely or is anchored. In tow, FLIP can reach speeds of 7–10 knots.

FLIP weighs 700 long tons (711 tonnes) and carries a crew of five, plus up to eleven scientists. It is capable of operating independently during month-long missions without resupply. It can be operated around the world, although the normal area is off the west coast of the United States. The ship has specially designed interiors. Some fixtures, such as the toilet seats, can flip 90°. The lights are on the ceiling and also on a wall that becomes the ceiling after the flip. Also, the shower heads are curved 90°. The vessel operates out of a home base at the Scripps Nimitz Marine Facility in San Diego, California.

Research Vessel FLIP: half a century, flip-flops

At the junction of the 50s and 60s of the last century — in the midst of the Cool War — the scientists of both superpowers were working on the creation of new weapons and improved features of an old. In the field of new technologies and tools for the Navy researchers beheld some promise in the development of sonar systems. So Makarov could facilitate the detection of submarines and sea mines opponent, increase the efficiency of weapons. Only a number of features research parameters of water caused a few problems for which solutions had to find a very unusual ways. The most exciting of them — FLIP research vessel on days of 50 years.

The main discrepancy was the noise. Supermarine ship (Specifically those boats are almost always used by scientists) is exposed to the waves. In addition, the ship's own systems make noticeable background noise. For ultra-sensitive instruments, which are not possible without severe studies, even errant buzz marine engine is akin to the roar of a jet engine close to the human ear. The solution prepyadstviya noise could be a dive platform with sensors at a certain depth. But here, have had their hiccups, first, affected during the demolition of the space platform descent. It was necessary to come up with something completely new and unusual.

His vision sensor stabilization and isolation of spurious noise in the early 60's, scientists have presented F. Fischer and F. Spiess of the Marine Physical Laboratory at Scripps Institution of Oceanography (USA). According to their idea, the sensors should have on board the research vessel, and output to the desired depth with the help of his dive. So how to implement this idea on the basis of the construction of submarines could not — affected by a number of features of their design — Fischer and Spiess had to process the idea in a more specific and understandable for shipbuilders look. As a result of joint efforts of employees of the Institute of Oceanography, has connected to programmke Office of the United States Navy and Marine Research Shipyard Gunderson Brothers Engineering in 1962, was launched on the research vessel FLIP.

Title ship stands FLoating Instrument Platform — Floating tool platform. Right from the initial value of the acronym sounds like the English word "flip" or "flip-flop". This play on words was not accidental, from all other courts, military and marine, FLIP features a unique ability. Sensors research equipment really are installed on board the ship. The amount allocated to them in the aft. But save them from excessive noise offered quite an unusual way. Prior to the study FLIP literally becomes the stern.

A few words about the structure of unusual craft. Outside, it is a hybrid of some ships and a submarine: the bow has a traditional body with superstructure, longish ladder and crane boom. If we move from the bow to the stern, you can see that in 15-17 meters after the start of the "travel" superstructure ends abruptly, and the lower part of the body markedly narrowed. Further, up to the stern of the hull 90 meters FLIP is a cylindrical unit, similar to the hull of the submarine. Inside the cylindrical body of the variable cross-section are amounts for research equipment, as 10 ballast tanks. Prior to the study FLIP displayed in the set point, then the crew begins to fill the tank. The first of them are filled with those who are placed in the most stern — due to the distance from the center of mass of the vessel it can precisely control the speed of the dive. With all this nose "Flip" retains positive buoyancy. In the end, when the ballast tanks are filled with the required volume of water, the water is only part of the cylindrical body and the nose of the ship. After research tank blown with compressed air and FLIP vorachivaetsya in a horizontal position. On a similar "flip-flop" takes about half an hour. During the research work in the "upright» FLIP may be in place that is held with 3 anchors, and can drift.

The unique method of use, hydrological function and the presence of the ballast tanks impact not only on the assembly of the ship, and on the composition of its components and assemblies. Thus, FLIP has some propulsion. To a place of research ship delivered by tug. To ensure system performance, it Resettled with 2 diesel generators with a capacity of 150 m each and one spare to 40 kW. In order to avoid exposure to all three sensors generator mounted on shock absorbers in the bow of the ship. Also totality of features FLIP identified the need for a 3-arrows, with which the ship rolls three devyatitonnyh anchor. Apart from the anchor position for the preservation of the vessel meets the small propeller with hydraulic drive, set in the middle of the FLIP.

But the most perceptible innovation caused by "tumbling" — assembly premises. Hydrological studies of concern to FLIP, sometimes require to be in one place for a few weeks. Record the duration of one such change — 45 days. For now, the ship is a 5-man crew and up to 7 scientists. Naturally, they have to have the usual living conditions. To do this, all domestic "equipment" is designed such that it can be used in both positions "Flip". For example, the bed of the crew and the research group attached to the rotary mechanism and can be fixed in the 2-position. The same applies to equipment galley, toilets, etc. As for the scientific equipment, several rooms on the ship fully brought to him. With all of this a number of "boxes" of the scientific purpose is situated on the vessel so that, regardless of the position of FLIP they are on the floor near the wall. In addition, some devices panel can be pivoted around an axis to maintain the same orientation. "Revolutions" of the interior finish location of doors. For convenience, all rooms have a team on two perpendicular door. As a joke sailors who happened to work for FLIP, the main thing — not forgotten, deck or wall in front of you.

But despite the technological originality of design, FLIP still is a platform for scientific equipment. Over half a century of the vessel carrier has managed to stay the 10-s of different systems. In the course of decades of research and hundreds of outlets to the sea research vessel crew was able to learn a lot of facts about the interaction of the different layers of water, the propagation of seismic waves in the ocean, termooobmena in the water and on the surface, etc. At the current time is set for FLIP complex ADONIS (Acoustic Daylight Ocean Noise Imaging System — Acoustic imaging of ocean noise). ADONIS equipment processes the signal from the microphone 126 and forms the three-dimensional image visible and audible precisely circles. It is interesting that the development of the complex was used know-how, previously used in thermal imaging technology. On screen, the system displays an image of ADONIS, different portions of which are painted in different colors. Specific numbers are dependent on the frequency of the received audio signal. With this technology could greatly facilitate the work of the operator of the system and to simplify the following analysis of the data. Besides ADONIS ship FLIP can carry and use a range of other products, but, unfortunately, it is impossible to put all want. Assembling the ship leaves for scientific equipment is not as quite a few places as we would like. All the same, and in existing criteria FLIP is capable of creating all the measurements and records that are required of him.

Research vessel FLIP-hero of the day almost immediately after it became the subject of a self overvalued enthusiastic amateur marine equipment. Over time, however, the enthusiasm has decreased and at the present time about FLIP often recall the various entertainment publications: Photo of the vessel hard work are published in the "it's fun." Yet, in scientific circles as before FLIP widely understood and pochetaemo. As for the staff at Scripps Institution of Oceanography, which owns the vessel, they refer to it, what is called, in my own way. Number of jokes and cartoons about the FLIP has long been exceeded all conceivable limits, and on the official web site of the project is laid out on making abstract models of FLIP in the home criteria. Naturally, the "mini-Flip" can not create measurement characteristics of the environment or record sounds of the ocean, but its role of "a hanging" in the water at the correct manufacture performs great.

50 years of active service — a long time for research vessel. Some "brothers» FLIP do not have time to live up to a half-century anniversary. But the very ship-birthday boy while no one is going to send to the rest. FLIP is in fair condition and are often undergoing repairs and modernization. So Makar, with timely and proper maintenance is the scientific vessel can serve science for several decades. In any case, his own successor FLIP just wait.



Royal Dockyards provided the Royal Navy with the shore support facilities it required to build, repair and maintain the fleet. Central to any Royal Dockyard were, as the name suggests, their dry docks and it was the provision of these expensive structures that set the Royal Yards apart from their civilian counterparts until well into the 19th century.

By the mid-18th Century the Royal Yards had developed into the largest industrial organizations in the world with complex facilities supporting thousands of skilled workers in a wide number of trades. Indeed it was the level of the facilities and skills provided in the Royal Dockyard's, particularly at Chatham that underpinned the Royal Navy's

success at sea – from victory in battle; through the epic voyages of discovery made by Cook, Darwin and others; to the ceaseless anti-slavery patrols of the 19th century and the imposition of Pax Britannica.

In 1613 the dockyard moved downstream to the present location of the Historic Dockyard. By 1618 storehouses and a ropewalk had been built, and by 1625 a dry dock and houses for senior officials were erected.

From the mid 17th Century English foreign policy was dominated by a series of trade wars with the Dutch. Fought largely at sea, most of the naval actions took place in the English Channel and North Sea, an area that Chatham was geographically well placed to support providing a safe haven for the fleet to be kept over winter, but also being the closest Royal Dockyard to the main operational fleet anchorages at the Nore and off the Downs. The dockyard quickly therefore became the Royal Navy's pre-eminent ship building and repair yard, and fleet base, overtaking the Thames yards of Woolwich and Deptford in this respect.



The need for greater speed and efficiency in the Royal Dockyards to meet the ever-increasing demands of keeping the fleet at sea led to many of the great engineers of the day becoming involved in the mechanization of many of the yard's industrial processes from sawing timber to the manufacture of rope and paint.

Such engineers included Marc Brunel, Henry Maudslay, John Rennie, Samuel Bentham, Simon Goodrich and Edward Holl and again serves to demonstrate the national importance of the dockyard at this time.



The southern end of the site was completely modernized with the construction of a new Double Ropehouse, the great Anchor Wharf Storehouses and Edward Holl's Lead and Paint Mill of 1817. Towards the centre of the yard Holl, the Navy Board's architect, built the Royal Dockyard Church, the Officers' Offices (now Admiral's Offices) and No 1 Smithery; whilst on land acquired to the rear of the Dockyard wall, Brunel, Bentham and Holl erected a steam powered Saw Mill, one of Britain's earliest mechanical saw mills and the first use of steam at Chatham. In 1820 Rennie constructed Chatham's first stone dry dock (No 3 Dry Dock) and engine house for a steam powered dock pump, the South Dock Pumping Station.

The Admiral's Offices, formerly the Officer's Offices, 1808 The top right photograph shows The Double Ropehouse, completed in 1791, which has an internal length of 1,135ft (346m). It is called the "double ropehouse" because both the yarn spinning and rope closing processes were carried out in the same building. The photograph to the left shows the Admiral's Offices, formerly the Officer's Offices, 1808.



Lighthouse off the coast of England



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