



The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



BROADSIDE

Commodore – Jim Schwinkendorf. . (636) 271-8316
jaschwink@aol.com CELL. (314) 409-7604
Vice-Commodore – Dave St. Clair (636) 671-5353
Editor – Jane Rivers-Chapman (314) 355-8660

Secretary – Bob Keeler (314) 434-8640
Treasurer – George Kirby (636) 978-6288

**NOTICE: The next meeting will be held on December 1, 2014 – BOB EVANS RESTAURANT,
3583 Pennridge Dr, Bridgeton, Missouri**

NOW HEAR THIS



FROM THE BRIDGE

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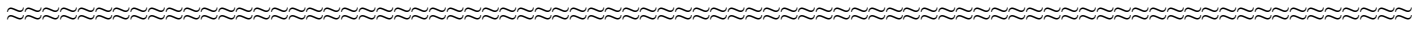
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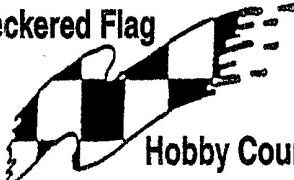
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Subject to availability by St. Stephen's Church	

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The St. Louis Admirals R/C Model Boat Club Secretary’s Report for November 3, 2014

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Respectfully submitted,

Bob Keeler



Name: 2002-2011: The Cat

2011 onwards: Hai Xia Hao

Operator: 2002-2009: Bay Ferries

2009-2011: laid up
2011 onwards: Fujian Cross Strait Ferry
Port of registry: 2002 onwards: Nassau, Bahamas
Builder: Incat, Tasmania, Australia
Yard number: 059
Completed: 2002
Identification: IMO number: 9237656
Notes: Classification: Lloyds Register +1A1 HSLC R1 Car Ferry

General characteristics

Type: High-speed craft
Displacement: 6,464 long tons (6,568 t)
Length: 97.22 m (319 ft 0 in)
Beam: 26.6 m (87 ft 3 in)
Draught: 4.5 m (14 ft 9 in)
Ramps: Stern Ro-Ro loading
Propulsion: 4 × Ruston 20 RK 270 medium-speed diesel engines, 38,000 bhp (28,337 kW)
Speed: 40 knots (74 km/h; 46 mph)
Boats & landing
craft carried: 10 × 100-person life rafts, 4 escape slides
Capacity: 760 passengers
200 vehicles
Crew: 22

Hai Xia Hao is a passenger / vehicle ferry operated by Fujian Cross Strait Ferry between Taichung and Pingtan Island. The vessel is a high speed catamaran built by the Tasmanian shipbuilder Incat.

History

Hai Xia Hao was constructed for Bay Ferries as The Cat and operated seasonally in from 2002–2005 in international service from May to October across the Gulf of Maine between Yarmouth, Nova Scotia and Bar Harbor, Maine. The vessel replaced the Incat 046 which had inaugurated high speed ferry services in North America on this route in 1997, using the marketing name "The Cat".

Starting in the winter of 2003–2004, Bay Ferries began to operate the vessel as a wet-lease charter during the off-season for the Gulf of Maine service, when the INCAT 046 had previously been laid up. From November 2003 to April 2004, The Cat was operated by Bay Ferries for Bahama Florida Express, which was an inaugural high speed ferry service between Port Everglades, Florida and the Bahamas. From December 2004 to April 2005, Bay Ferries operated The Cat between Port of Spain and Scarborough in Trinidad and Tobago for the

Government of Trinidad and Tobago. This same route was served by The Cat from November 2005 to May 2006 and INCAT 046 filled in from May to October.

After the 2005 demise of the Yarmouth-Bar Harbor route's competitor, Scotia Prince Cruises, using the M/V Scotia Prince between Yarmouth-Portland, Maine, Bay Ferries secured this additional route for The Cat beginning in May 2006. For that season, the The Cat operated from Yarmouth to Bar Harbor on Mondays to Thursdays and from Yarmouth to the Ocean Gateway International Marine Passenger Terminal in Portland on Fridays to Sundays.

On December 18, 2009 Bay Ferries announced that it was ending its Gulf of Maine service from Yarmouth to Bar Harbor and Portland after the Government of Nova Scotia ended the subsidies, resulting in approximately 120 jobs being lost. Bay Ferries had been seeking approximately \$6.0 million for the 2010 operating season but the provincial government declined, citing financial difficulty.

In 2011 The Cat was purchased by Fujian Cross Strait Ferry. The vessel has been renamed Hai Xia Hao and now operates between Taichung and Pingtan Island.

Vessel characteristics[edit]

Hai Xia Hao is a 98-metre (322 ft) vessel built by InCat Australia in Hobart, Tasmania in 2002 as The Cat.

Hai Xia Hao is constructed from marine grade aluminium alloys. Each water-borne hull is subdivided into multiple watertight compartments connected by an arched bridging structure with a central forward hull above the smooth water line. Each water-borne hull carries two engines which drive water jets mounted on the transom.

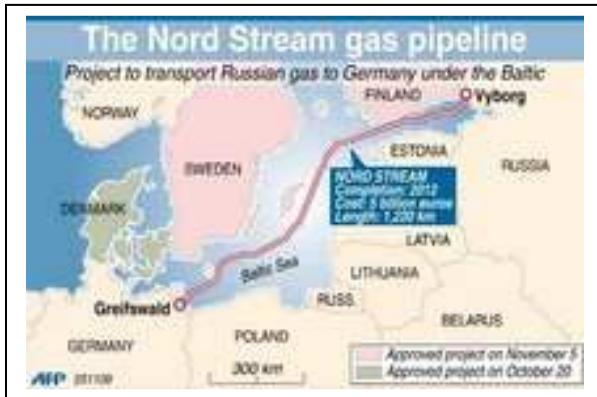
Vehicles are stowed in and between both waterborne hulls in a configuration of rising and descending decks which load from a single level transfer bridge at the stern. The main passenger deck is immediately above the vehicle decks and consists of a cafe, gift shop, children's play area and passenger seating lounges, as well as an outside observation deck that runs the width of the ship at the stern. The passenger seating lounges have overhead television monitors which play movies, or television broadcasts, as well as a continuously updated map showing the vessel's GPS coordinates.

Sisterships

Hai Xia Hao is one of six 98 metre catamarans built by Incat. The other vessels are; Normandie Express, T&T Spirit, Milenium Dos, HSV 2 Swift and Milenium Tres

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Gas pipeline probe uncovers shipwrecks in Baltic Sea



AFP – Map of northern Europe showing the route of the planned Nord Stream gas pipeline.

STOCKHOLM (AFP) – A dozen previously unknown shipwrecks, some of them believed to be up to 1,000 years old were discovered in the Baltic Sea during a probe of the sea bed to prepare for the installation of a large gas pipeline, the Swedish National Heritage Board said Monday.

"We have managed to identify 12 shipwrecks, and nine of them are considered to be fairly old," Peter Norman, a senior advisor with the heritage board, told AFP.

"We think many of the ships are from the 17th and 18th centuries and we think some could even be from the Middle Ages," he said, stressing that "this discovery offers enormous culture-historical value. The shipwrecks were discovered during a probe by the Russian-led Nord Stream consortium of the sea bed route its planned gas pipeline from Russia to the European Union will take through the Baltic. "They used sonar equipment first and discovered some unevenness along the sea bottom ... so they filmed some of the uneven areas, and we could see the wrecks," Norman explained.

The discovery was made outside Sweden's territorial waters, but within its economic zone, he said. None of the wrecks were in the actual path the Nord Stream pipeline is set to take, but they were in its so-called anchor corridor, meaning they are in the area where ships laying the pipeline might anchor, Norman said.

"That's one of the reasons this probe was done: to avoid damaging wrecks on the sea bed," he said, adding that the Swedish National Heritage Board had received assurances from Nord Stream that "the positioning of the wrecks will be taken into account when they lay the pipeline".

Due to its low temperatures and oxygen levels, the Baltic Sea is known as an ideal environment for conserving shipwrecks, which can remain virtually unblemished for hundreds and even thousands of years.

According to Norman, some 3,000 shipwrecks have been discovered and mapped in the Baltic, but experts believe more than 100,000 whole and partial wrecks litter the sea bottom.

"What makes this discovery so unique is that these wrecks have their hulls fully intact," Norman said, adding however that there were no plans to raise the wrecks, which lie at a depth of more than 100 meters (328 feet).

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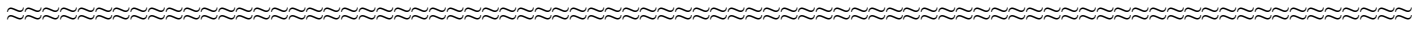
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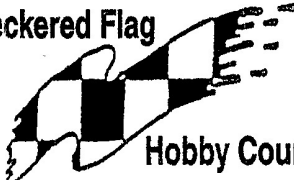
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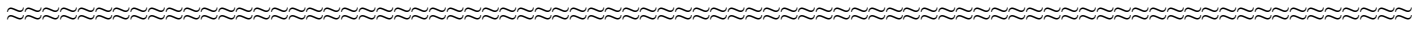
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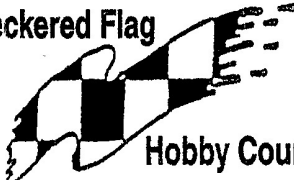
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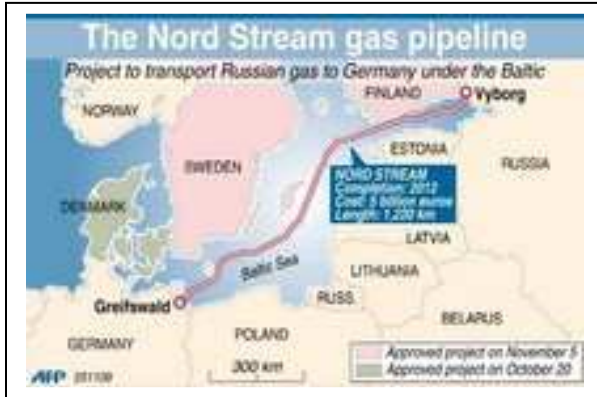
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AFP – Map of northern Europe showing the route of the planned Nord Stream gas pipeline.

STOCKHOLM (AFP) – A dozen previously unknown shipwrecks, some of them believed to be up to 1,000 years old were discovered in the Baltic Sea during a probe of the sea bed to prepare for the installation of a large gas pipeline, the Swedish National Heritage Board said Monday.

"We have managed to identify 12 shipwrecks, and nine of them are considered to be fairly old," Peter Norman, a senior advisor with the heritage board, told AFP.

"We think many of the ships are from the 17th and 18th centuries and we think some could even be from the Middle Ages," he said, stressing that "this discovery offers enormous culture-historical value. The shipwrecks were discovered during a probe by the Russian-led Nord Stream consortium of the sea bed route its planned gas pipeline from Russia to the European Union will take through the Baltic. "They used sonar equipment first and discovered some unevenness along the sea bottom ... so they filmed some of the uneven areas, and we could see the wrecks," Norman explained.

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"That's one of the reasons this probe was done: to avoid damaging wrecks on the sea bed," he said, adding that the Swedish National Heritage Board had received assurances from Nord Stream that "the positioning of the wrecks will be taken into account when they lay the pipeline".

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jaschwink@aol.com CELL. (314) 409-7604
Vice-Commodore – Dave St. Clair (636) 671-5353
Editor – Jane Rivers-Chapman (314) 355-8660

Secretary – Bob Keeler (314) 434-8640

Treasurer – George Kirby (636) 978-6288

**NOTICE: The next meeting will be held on December 1, 2014 – BOB EVANS RESTAURANT,
3583 Pennridge Dr, Bridgeton, Missouri**

NOW HEAR THIS



FROM THE BRIDGE

We had a nice sailing day in early November, but those days are about to disappear and we will again be relegated to our basements for model ship

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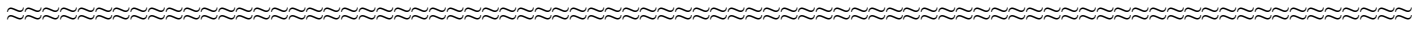
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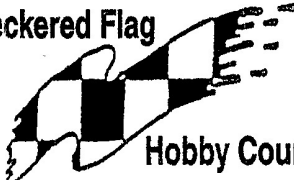
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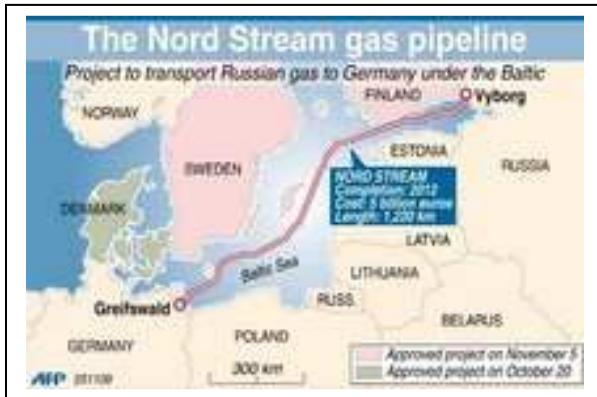
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