



# 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 October 6, 2014 at St. Stephen's Episcopal Church,  
33 N. Clay Ave, Ferguson, MO 63135**

## NOW HEAR THIS



### FROM THE BRIDGE

Most of us, from time to time, take a vacation, or just plain take a trip somewhere to see something different. Since I have two major interests – railroading and nautical – I try

to incorporate these interests into my plans. That ensures that I am going to have something of interest for me that I can enjoy, even if the other travel adventures focus on other things.

We just got back from a most enjoyable trip to Door County, Wisconsin. That's near Green Bay, and encompasses the peninsula finger of land that sticks out into Lake Michigan. I have been there a couple of times before, but nonetheless, I decided I would learn some interesting things about the area, especially nautical. Door County gets its name from the early French explorers, and quite literally from "Death's Door." And that has a very nautical background.

There are several islands right at the end of the peninsula, and I discovered that the currents, winds and underwater rock formations made this stretch of water particularly dangerous, especially in the days of sailing ships. The currents between the islands were so strong that many times they drove ships against the underwater rocks, thereby causing many

shipwrecks. Hence the warning to sailors about Death's Door. I am looking forward to reading a new book that I picked up during my visit, *Shipwrecks at Death's Door* by Cris Kohl and Joan Forsberg. There are A LOT of shipwrecks.

Wife Diane and I took a very interesting lighthouse charter boat tour in this area, and the ship captain was very knowledgeable about them and the area and history. This was also the first time that I had seen working side scan sonar, with the screen facing us so that we could watch water depth and also look at underwater obstructions. It was easy to see how the underwater rock formations jut out from the land, and thereby easy to understand why many ships didn't make it trying to get past "The Door."

Sturgeon Bay has a great Maritime Museum that shows how much history of shipbuilding used to be in the area. The Sturgeon Bay Shipbuilding and Drydock Company is still there, primarily doing repairs and refits for ships. There was a Coast Guard vessel at the dock when we were in town. And nearby is the home of the Palmer Johnson Yacht Company. If you have to ask how much, you definitely can't afford these beauties – let's just say seven or eight figures would be the norm. And not the top!

So as you can see, I followed my own advice and had a great time following my nautical interests. And visiting lighthouses. And enjoying the beautiful sunsets on Green Bay. With a glass of

Sunset Splash wine from a local winery. Even at Death's Door.....

Commodore Jim

Sailing at St Ferdinand Park, Florissant, MO prior to dinner - 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:**

REGATTA Sep 27-28, 2014 –

Boat House, Forest Park

Nov 3, 2014 (Swap Meet)

Dec 1, 2014 (Christmas Social)

Subject to availability by St. Stephen's Church

**Third Sunday every month – except November – March**

**Sailing at St Ferdinand Park, Florissant, MO – weather permitting**

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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 1<sup>st</sup> dues.

Please make checks (no cash) payable to "St Louis Admirals R/C Model Boat Club" in the amount of \$30.00, if you want hard copy (mailed) please add \$10.00 for postage and printing. 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  
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**Nautical Research Guild**

PO BOX 7, 20 Water Street, Cuba, NY 14727

Telephone: 585-968-8111

**The 2014 Conference will be in St. Louis, MO on October 16, 17 and 18, 2014.**

List of Vendors that will be attending the show

**Syren Ship Model Co.** - Ship model Blocks, Rope and fittings

**Ages of Sail** - Ship model kits and supplies

**Seawatch Books** - Ship model books

**Unique Master models** - Ship Model Tools and Supplies

**Bluejacket** - Ship model kits and supplies

**Byrnes Model Machines** - Ship Model Power Tools

**Nautical Research Guild**

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The St. Louis Admirals R/C Model Boat Club  
Secretary's Report for September 8. 2014

**Weigh Anchor:**

Commodore Jim Schwinkendorf opened the meeting at 1910 hours at St. Stephen's Episcopal Church in Ferguson in the lower level since the normal room was unavailable due to floor being refurbished. There were 11 members and guests present.

**Skipper's Tales:**

- A. We ran at St Ferdinand Park in the afternoon prior to the meeting.
  - TJ had both his PT boats running. The large Elco boat was run for the first time. He was dissatisfied with its low top speed and will change a few things before the Regatta.
  - Dave brought 6 boats including his recently purchased Shelly Foss tugboat.
  - Jim brought his surface running Type IX U-boat after revamping the interior hardware and battery. It ran quite well.
- B. At the meeting:
  - There was an extensive discussion on batteries.
  - Emil also had plans for a Type IX U-boat for sale which Jim promptly purchased.

- Emil also brought an East Coast Fishing boat which he is building.

### **Report from Homeport:**

- A. Status of club members: Emil's wife was in the hospital with breathing problems.
- B. The August minutes were published in Broadside newsletter.
- C. Treasurer's Report: George gave a report on the checking account which was accepted by the club members. George also stated that the club gave an extra donation to the St Stevens Food Pantry since their food supplies were exhausted by the events in Ferguson. The regular monthly meeting collection for the Food Pantry was also held.
- D. Being in the smaller room provided a much more congenial gathering. Kerk made a motion that in future meetings, arrange the tables and seating in one continuous unit to continue this inclusion. TJ seconded this motion and it passed.

### **Fleet Information:**

- A. 2014 Regatta: Kerk reported that the Regatta (September 27-28, 2014) is OK. There was a matter of flyers to be distributed at the local hobby shops and members took to distribute.
- B. Reminder that Club dues were due in May; if you haven't paid yet please do. Also check to see if your SSMA dues are due.
- C. Club members will sail at the Green Tree Event at Kirkwood Park on Geyer Road this Sunday, September 14. Club members will be able sail from 10 AM-12 noon, and 2-4 PM.
- D. Also on the agenda was a discussion on whether to stay at St Stephens or move to another location after some members were nervous about meeting in Ferguson. The members present seemed want to continue at St Stephen's. No motion was made. It was decided to think about it for the next month or two. There were ramifications to moving including the good relationship we've had with St Stephens, and trying to find another place acceptable to the members and the cost are major considerations.

**Raffle:** There was no raffle at this meeting. There will be a double raffle at October meeting.

**Next Meeting: October 6, 2014**

**The meeting ended at 2059 hours.**

Respectfully submitted,

Bob Keeler

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## **Fair Winds and Following Seas**

### **Raymond J. Sepanski**

Born on Jun. 17, 1934

Departed on Sep. 14, 2014 and resided in Glen Carbon, IL.

Raymond J. Sepanski, 80 of Glen Carbon passed away on Sunday, September 14, 2014 at his home with his family by his side.

Raymond was born on June 17, 1934 in Auburn, NY, a son to the late Roman and Josephine (Jakubik) Szczepanski.

Raymond was a design engineer for over 25 years at Mallinckrodt in St. Louis. Raymond was a member of the Carlyle Sailing Association, a member of St. Cecelia Catholic Church in Glen Carbon and a member of the Admirals Radio Control Boat Club. He will be remembered for the many special times he shared with his family and friends.

He is survived by and will be missed by his wife; Mary Jane (Orr) Sepanski; his son, John and (Erika) Sepanski; a daughter, Andrea and (Paul) Levinson; his grandson, Patrick Sepanski.

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## CHARLES W. MORGAN

The Charles W. Morgan at Chubb's Wharf



The Last Wooden Whaleship in the World

The Charles W. Morgan is the last of an American whaling fleet that numbered more than 2,700 vessels. Built and launched in 1841, the Morgan is now America's oldest commercial ship still afloat – only the USS Constitution is older.

Over an 80-year whaling career, the Morgan embarked on 37 voyages between 1841 and 1921, most lasting three years or more. Built for durability, not speed, she roamed every corner of the globe in her pursuit of whales. She is known as a "lucky ship," having successfully navigated crushing

Arctic ice, hostile natives, countless storms, Cape Horn roundings and, after she finished her whaling career, even the Hurricane of 1938.

The Charles W. Morgan arriving in Mystic, Conn., November 1941



The Morgan was launched on July 21, 1841 from the yard of Jethro and Zachariah Hillman in New Bedford, Massachusetts. She typically sailed with a crew of about 35, representing sailors from around the world. The whaleship measures 113 feet, with a 27-foot 6-inch beam and depth of hold of 17 feet 6 inches. Her main truck is 110 feet above the deck; fully-rigged, and she is capable of carrying approximately 13,000 square feet of sail. The huge try-pots used for converting blubber into whale oil are forward; below are the cramped quarters in which her officers and men lived.

After her whaling days ended in 1921, the Morgan was preserved by Whaling Enshrined, Inc. and exhibited at Colonel Edward H.R.

Green's estate at Round Hill in South Dartmouth, Massachusetts, until 1941. In November of that year, the Morgan came to Mystic Seaport where she has since dominated the waterfront at Chubb's Wharf.

Visitors on board the CHARLES W. MORGAN at Mystic Seaport. The whaleship was designated a National Historic Landmark by order of the Secretary of the Interior in 1966, and she is also a recipient of the coveted World Ship Trust Award. Since her arrival at Mystic Seaport more than 20 million visitors have walked her decks. Where once she hunted and processed whales for profit, her purpose now is to tell an important part of our nation's history and the lessons that history has for current generations.

#### Restoration and Preservation

The Morgan hauled out for restoration, Nov. 2008

At Mystic Seaport the Charles W. Morgan has been given a new lease on life; however, her future vitality depends on continual preservation. A major program of restoration and preservation was begun in 1968 to repair her structurally, and during the course of this work, it was decided to restore her to the rig of a double-topsail bark, which she carried from 1867 through the end of her whaling career. She appears as she was during most of her active career.

In January 1974, after removal from her former sand and mud berth, she was hauled out on the lift dock in the Henry B. duPont Preservation Shipyard for inspection and hull work as needed. Her hull proved to be in remarkably good condition, with only a new false keel, shoe and some planking being required.

The 1841 whaleship Charles W. Morgan on the Museum's shiplift awaiting her launch. July 21, 2013 In November, 2008 the Morgan returned to the Museum's shipyard for restoration. The project renewed areas of the vessel from the waterline down to her keel and also addressed the bow and stern. The whaleship was re-launched July 21, 2013 and left Mystic Seaport May 17, 2014 to embark on her 38th Voyage to historic ports of New England. The nearly three-month long journey seeks to engage communities with their maritime heritage and raise awareness about the changing perception about whales and whaling. Where once the Morgan's cargo was whale oil and baleen, today her cargo is knowledge.



When the vessel returns to Mystic Seaport in August 2014, she will resume her role as an exhibit and the flagship of the Museum

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SACHEM, Brooklyn, NY – 1934



Captain Jake Martin's steam powered party boat "SACHEM" from Pier 9, Sheepshead Bay, Brooklyn, NY circa 1934. The Pusey and Jones Corporation built her in 1902 for Mr. J. Rogers Maxwell as the steel-hulled luxury yacht "CELT". Mr. Manton B. Metcalf later purchased her and renamed her as the "SACHEM". The US Navy acquired the "SACHEM" from Mr. Metcalf in July 1917 for service during World War I and renamed her as the "USS SACHEM" (SP-192). During her wartime duties, the Navy assigned her to Thomas A. Edison, who conducted experimental ocean communications work during secret cruises to the Caribbean. She later operated as a harbor patrol craft in the Third Naval District until the US Navy returned her to Mr. Metcalf in February 1919. Mr. Metcalf later sold her to Philadelphia banker Roland L. Taylor. In 1932, Mr. Taylor sold her to Captain Jacob 'Jake' Martin and she would become one of many yachts purchased during the Great Depression and converted to a party fishing boat. She made regular trips to the fishing grounds off Atlantic City, NJ. Their advertisements ask you to "See the NY Daily News and NY American newspapers for daily sailings or telephone Sheepshead 3-3985". In 1936, Captain Martin replaced her coal-fired boiler with a 750 HP Fairbanks-Morse diesel engine. While the new diesel was more convenient to operate, her speed dropped to 12 knots (she could make 15 knots when she was steam powered.) The "SACHEM" sailed as a party boat until the start of World War II when the federal government appropriated her (a second time) for the then tidy sum of \$65,000. The US Navy again converted her to an armed yacht and used her to patrol the waters off the Florida Keys under the name "PHENAKITE". At the end of the war, the US Navy returned the "SACHEM" to Captain Martin, who promptly sold her to the Circle Line in New York City. She was modified to carry 492 passengers on two decks and renamed the "SIGHTSEER" (she later became the "CIRCLELINE SIGHTSEER" and "CIRCLE LINE V"); and ran sightseeing trips around Manhattan. She was the flagship of the Circle Line fleet and their fastest vessel. At the end of her life, she was stripped of all of her fine mahogany millwork and brass fittings; and was dismantled in 1984.

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