



**The St. Louis Admirals R/C
Model Boat Club**
<http://stlouisadmirals.com>



BROADSIDE

Commodore – Jane Rivers (314) 355-8660 Secretary – Bob Keeler (314) 434-8640
 Vice-Commodore – Dave St. Clair (636) 671-5353 Treasurer – George Kirby (636) 978-6288
 Editor – Jane Rivers (314) 355-8660

NOTICE: The next meeting will be held on November 2, 2015 at St. Stephen’s Episcopal Church, 33 N. Clay Ave, Ferguson, MO 63135

NOW HEAR THIS

FROM THE BRIDGE



We are getting into cooler weather and it is time to think about our old and new projects. Please remember that this is the month where you have a chance to find new owners

please don’t forget it is time to vote for a new Board and Commodore. I feel very privileged to have served this past year, and I want to thank everyone who have been supportive and have made this an interesting endeavor.

Jane
Commodore

for some of the fine goodies you no longer need, and for someone else to find what they can’t live without. It is also the time to think about where we might like to meet for our annual December meeting. Also,

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 Sailing at St Ferdinand Park, Florissant, MO prior to dinner – weather permitting - 5:00 PM  
 Dinner at Applebee’s, 2309 N Highway 67, Florissant, MO 63033, and 7:00 PM meeting at St. Stephens Church

**Tentative 2015** meeting dates are:

|                                                 |
|-------------------------------------------------|
| December 7, 2015                                |
| Subject to availability by St. Stephen’s Church |

**Third Sunday every month – Sailing at St Ferdinand Park, Florissant, MO weather permitting – March - November**

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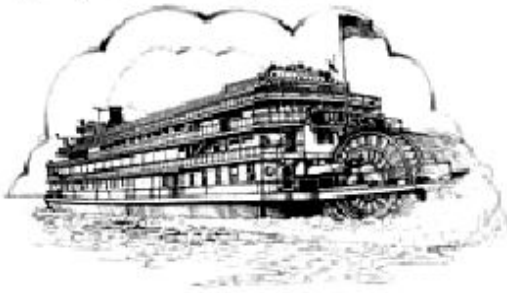
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Membership Dues ## Please take note of the following: ##

Dues for new members will be prorated on a per month basis based upon our beginning of **May 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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## **The St. Louis Admirals R/C Model Boat Club Secretary's Report for October 5, 2015**

### **Call to Attention:**

Commodore Jane Rivers opened the meeting at 1912 hours at St. Stephens Episcopal Church in Ferguson with the pledge of allegiance. There were 9 members present.

### **Skipper's Tales:**

- A. There were 5 members and 1 former member who sailed at Ferdinand Park before the meeting.
- B. Boat Building Activities/ Acquisitions:  
Dave St Clair is building Darby number 12. Paul Kirby is building a Swip boat from the Vietnam war. Russ Wick continues working on USS Lexington Battle Cruiser.

### **Report from Homeport:**

#### **A. Status of Club Members:**

- 1) The club received a thank you card from Mrs. Pott for the donation to the Heart Association

**B. Secretary's Report:** The September minutes were published in Broadside newsletter. John Ziemer made a motion to approve the minutes as presented, Paul Kirby seconded, and it was approved. **Note: Check to see if your SSMA is due for renewal**

**Treasurer's Report:** George reported the current financial status. Also he changed the club account to First Bank in Lake St Louis from Regents. Bob Keeler will also arrange to be on the check as an alternate signer.

C. Regatta Report: Bob Keeler and Commodore Jane reported that we again had a successful Regatta. It may be smaller than in earlier years but there was still a good showing of boats. The weather was not too cool or too hot. We had fun and a few people took home some awards. The contest portion was held on Saturday and Sunday was a fun sail day. Many members of the club split the work in getting ready, including Commodore Jane Rivers, Kent Morgan, Dave St Clair, and Phil Frisch. Several others pitched in to set up tables and hang banners and signs. Thanks everyone. There were participants from Illinois, Indiana, Iowa and Minnesota. Bernie Kain took Best of Show with his well detailed Great Lakes Freighter, one of two present. Dave Wendel took home Skippers' Choice and the Boathouse Award. Five Craftsman awards were given to Al Luensmann, Bernie Kain, Dave Wendel, Gary Slack and Mike Alligood for the skill shown in building their boats. Bernie also sent an email saying he had a great time. We want to thank Catering St. Louis and the people from the Boathouse for all the support. In addition the club wishes to thank our supporters for their financial support; Loyalhanna Dockyard, Mark Twain Hobbies, Schafer's Hobby Shop, Checkered Flag Hobby Country and Hobby Town USA. The store banners were returned after the Regatta. In addition member Al Luensmann gave the club a donation in memory of Tom O'Dell and Bob Chapman.

### **Fleet Information:**

- 1) The Kirkwood Green Tree Event: Dave St Clair reported that he and Phil Frisch participated along with 4 members of the Kirkwood Sailing club. Dave and Phil ran powered boats for an hour then the Kirkwood club ran sailboats for an hour. They alternated hours. Plans were in the work to do it again next year. Dave will be the contact.
- 2) Bob Keeler will again be the chairman for the 2016 regatta set for September 24 and 25. Dave St Clair will contact Catering St. Louis to arrange for these dates.
- 3) Russ Wick will check into participating in Ballwin Days next year.
- 4) The annual swap event will be held at the November meeting as well as voting for officers for 2016.
- 5) Come to November's meeting with ideas for Christmas party.
- 6) Commodore Jane has club shirts for \$10.00 each and patches will be \$10.00.

### **Raffle:**

The winners for gift cards to Mark Twain Hobby Center were Bob Keeler and Kent Morgan.

### **Show and Tell:**

- A. Luther Disher had a photo album of boats from earlier Regattas.
- B. Kent Morgan brought a DVD of pictures from the 2015 Regatta. He made copies for members of the club.
- C. Dave St Clair brought his newly completed model of the Amsterdam tug. It had his usual embellishments with flashing lights everywhere.

D. Russ Wick brought four motors for his USS Lexington, and got into discussion with several members about electrical arrangements to run his four motors.

**The next meeting will be November 2, 2015.**

The meeting was adjourned at 1949 hours.

Respectfully submitted,  
Bob Keeler, Secretary

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**Report by Dave St Clair**

The Kirkwood Green Tree Festival is held at the Kirkwood community center, or rather at the park on the other side of the parking lot. Sandwiched between the parking lot and the park is Walker Lake, which is not much bigger than a pond, but it is enough for people like me who like to run R/C boats. On the east side of the lake is a fishing dock, which is where we operated from. There were only two of us from the club again but we were reinforced by the presence of another club that ran only sailboats. So, we alternated hours, power boats then sailboats and repeat. Because I had both power boats and a sailboat, I ran nearly consistently all day long, which is just the way I like it. In the meantime, Phil Frisch had to wait but I don't think he was bored. There was a constant supply of spectators with a myriad of questions to be asked and answered. The weather was perfect. *A Special Thank you to Fred Burke for inviting us.*

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*THE REUNION by Dave St Clair*



For those who did not see the first installment of this story, a bit of preliminary information is in order. During World War Two there was a ship commissioned as a DESTROYER/MINESWEEPER called the AARON WARD, or DM34. Since I cannot give exact dates for the things that happened to this ship and her crew, I won't even try. Suffice it to say that she was hit by some 13 KAMIKASI airplanes. Many men were hurt and killed but somehow, it wasn't her time just yet. For an exact accounting of what happened, the book titled "Brave Ship, Brave Men" tells it all. From those whom I spoke to say it is a book worth reading.

On September 18, 19, and 20<sup>th</sup> of 2015, there was a reunion of less than a dozen survivors, all over ninety years old, of those shipmates. Part of this reunion was the presentation and dedication of a radio controlled model of the AARON WARD, the length of which was about

100". All up, she weighed about 70 pounds. The guns were all slaved to the gun control and they moved majestically together, as though commanded by the crew who could no longer be aboard her. With smoke pouring out of the funnels and the wake fully behind her she maneuvered her way around the pool, a part of Carondelet Park, here in St. Louis. The seamen and their relatives watched, some chatted together. They saw the message being sent out via the communications lamps in Morse Code, perhaps a little out of character, "...sic em...". The detail on the model was magnificent. One could almost feel like being aboard during that excursion. But all too soon it was over. The schedule called for another aspect of the reunion so they all piled onto the busses provided them, to go back to the hotel and get ready for the next thing.



I am very proud to say that one of those seamen is my cousin.  
 Dave St.Clair



*Russ Wick referred in his article on the USS Lexington to the*

## Washington Naval Treaty (1922)



Photo: Guns from battleships being scrapped in Philadelphia Navy Yard during December 1923. USS *South Carolina* being dismantled in the background.

The **Washington Naval Treaty**, also known as the **Five-Power Treaty**, was a treaty among the major nations that had won World War I, which by the terms of the treaty agreed to prevent an arms race by limiting naval construction. It was negotiated at the Washington Naval Conference, which was held in Washington, D.C., from November 1921 to February 1922, and signed by the governments of the United Kingdom, the United States, Japan, France, and Italy. It limited the construction of battleships, battle cruisers and aircraft carriers by the signatories. The numbers of other categories of warships, including cruisers, destroyers and submarines, were not limited by the treaty but those ships were limited to 10,000 tons displacement. The naval treaty was concluded on February 6, 1922. Ratifications of that treaty were exchanged in Washington on August 17, 1923, and it was registered in *League of Nations Treaty Series* on April 16, 1924.

Subsequent to the treaty were a number of other naval arms limitation conferences that sought to increase limitations of warship building. The terms of the Washington treaty were modified by the London Naval Treaty of 1930 and the Second London Naval Treaty of 1936. By the mid-1930s, Japan and Italy renounced the treaties, making naval arms limitation an increasingly untenable position for the other signatories.

## **Background**

Immediately after World War I, the United Kingdom had the world's largest and most powerful navy, followed by the United States and more distantly by Japan. The three nations had been allied for World War I, but a naval arms race seemed likely for the next few years. This arms race began in the United States. President Woodrow Wilson's administration announced successive plans for the expansion of the U.S. Navy from 1916 to 1919 that would have resulted in a massive fleet of 50 modern battleships. At the time, it was engaged in building six battleships and six battle cruisers.

In response, the Japanese parliament finally authorized construction of warships to enable the Japanese Navy to reach its target of an "eight-eight" fleet programmed, with eight modern battleships and eight battle cruisers. To this end, the Japanese started work on four battleships and four battle cruisers, all much larger and more powerful than those of the classes preceding.

The 1921 British Naval Estimates planned four battleships and four battle cruisers, with another four battleships to follow the subsequent year.

The U.S. public was largely unwelcoming of the new "arms race". The United States Congress disapproved of Wilson's 1919 naval expansion plan, and during the 1920 presidential election campaign, U.S. politics returned to the isolationism of the prewar era, with little appetite for continued naval expansion. Britain could also ill afford any resumption of battleship construction, given the exorbitant price of naval construction.

In late 1921, the U.S. government became aware that Britain was planning a conference to discuss the strategic situation in the Pacific and Far East. To forestall the conference and to satisfy domestic pressure for a global disarmament conference, the Harding administration called the Washington Naval Conference during November 1921.

Many point to Japanese naval might during the post-WWI period as the primary impetus for the convening of the Washington Naval Conference, suggesting that the resulting treaty's main goal was to limit Japanese expansion. However, the conference was motivated equally by competition between the US and Britain, as naval planners within both countries saw the potential for conflict with one another.

## **Cruisers and destroyers**

Secretary Hughes proposed to limit secondary ships (cruisers and destroyers) in the same proportions as capital ships. However, this was unacceptable to both the British and the French. The British counterproposal, in which the British would be entitled to 450,000 tons of cruisers in consideration of their global imperial commitments but the United States and Japan only 300,000 and 250,000 respectively, proved equally contentious. Thus, the idea of limiting total cruiser tonnage or numbers was rejected entirely.

Instead, the British suggested a qualitative limit of future cruiser construction. The limit proposed, of a 10,000 ton maximum displacement and 8-inch caliber guns, was intended to allow the British to retain the *Hawkins* class then being constructed. This coincided with United States' requirements for cruisers for Pacific operations, and also with Japanese plans for the *Furutaka* class. So this suggestion was adopted with little debate.

### **Submarines**

A major British demand during the negotiations was the complete abolition of the submarine, which had proved so effective against them in the recent war. However, this proved impossible, particularly as a result of French opposition; the French demanded an allowance of 90,000 tons of submarines, and the conference ended without agreement on restricting submarines.

### **Pacific bases**

Article XIX of the Treaty also prohibited Britain, Japan, and the United States from constructing any fortifications or naval bases in the Pacific Ocean. This was a significant victory for Japan, as fortified British or American bases would pose a serious problem for the Japanese in the event of any future war. This provision of the Treaty essentially guaranteed Japan would be the dominant power in the Western Pacific and was crucial in gaining Japanese acceptance of the limits on capital ship construction.

*(This is an abbreviated summary – Jane, Editor)*

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Jane Rivers  
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