



# The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



## BROADSIDE

20 April 2017

Commodore – Jane Rivers (636) 447-4016  
Vice-Commodore – Dave St. Clair (636) 671-5353

Secretary – Bob Keeler (314) 434-8640  
Treasurer – George Kirby (636) 978-6288  
Editor – Jane Rivers (636) 447-4016

### NOW HEAR THIS

#### YOUR COMMODORE FROM THE BRIDGE



Our next upcoming event will be 24 May 2017 at the Edward Jones Dome, which is by invitation from Errin Howard of River Works Discovery. The mission of **RiverWorks Discovery®** is to educate people about the commerce, culture, conservation, and careers of the great rivers of America and their watersheds. Our participation is to do a static display of river boats. I really appreciate that Dave, Emil, John and Bob signed up to participate.

Unfortunately, the weather for our April meeting was wet and nobody was able to run their boats. For those who came to dinner at 5 PM, we had an enjoyable dinner at our new Hendel's Restaurant. Although our first meeting at Old St Ferdinand Shrine took place during unpleasant weather, those who attended found our new meeting place pleasant, comfortable and warm.

I have the pleasure to inform the membership that your Commodore and Michael Benefield are getting married on 29 May 2017. The ceremony will be held at the Campanile Esplanade which is on the University of California Berkeley campus. Michael graduated from UC Berkeley and Jane had lived nearby for many years and both have deep fond memories. Everyone and family and friends are cordially invited.

Please remember that Memorial Day is on the 29<sup>th</sup> of May this year and it is in Remembrance of our fallen American war heroes.

#### NOTES

##### Attention:

**Next Gathering: Wednesday, 3 May 2017**

Prior to our 5 PM monthly-meeting dinner, sailing is from 2-4 PM at our usual St Ferdinand Pond, Florissant, MO – weather permitting. Dinner set for 5:00 PM at our new **Hendel's Restaurant**, 599 St Denis, Florissant, MO 63033, followed by our 7:00 PM meeting at our new meeting place at the **Old St. Ferdinand Shrine**, 1 St. Francois Street, Florissant, MO.

**3<sup>rd</sup> Sunday every month (2-4 pm)**, March thru November: Sailing at St Ferdinand Pond -- weather permitting.

Gratefully,  
Jane  
Commodore

Tentative 2017 Meetings	Events
Wednesday, 3 May 2017	24 May 2017 – Edward Jones Dome
Wednesday, 7 June 2017	
Wednesday, 5 July 2017	
Wednesday, 2 August 2017	
Wednesday, 6 September 2017	23-24 September 2017 REGATTA
Wednesday, 4 October 2017	
Wednesday, 1 November 2017	
Wednesday, 6 December 2017	

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# Secretary's 5 April 2017 Meeting Minutes

## Call to Order:

Commodore Jane Rivers opened the meeting at 7:21 P.M. (waiting for several arrivals) at the Old St. Ferdinand Shrine, in Florissant, MO. There were 9 members present. The Pledge of Allegiance was led by Paul Kirby.

Dave St Clair's daughter informed Commodore Jane that Dave has not been feeling well for the last three weeks and will be unable to attend the March meeting. Also, his wife, Dee, fell down some stairs but she is ok. George will send a Get Well card. George also received a thank you note from Bob Schmidt's daughter-in-law for the Club donation to the VA.

## Reports, Administration, and Miscellaneous from Homeport

1. **Secretary's Minutes Report:** The February minutes were published in the Broadside newsletter. Motion to approve minutes report as printed was made by Paul Kirby, seconded by Emil Wolfshoeffler. Motion approved. George also returned the keys to St. Stephen's Church.
2. **Treasurer's Financial Report:** George Kirby verbally presented the Treasurer's report. Motion to approve the separately-held financial report was made by Paul Kirby, seconded by Phil Frisch. Motion approved.
3. Dues are \$30 per year if you receive newsletter by email; \$40 if you receive newsletter by mail. Dues are due in May.
4. **SSMA:** Bob Keeler reported that SSMA insurance for the Shrine meeting has been received. Check to see if your SSMA membership is due for renewal. Note new Membership Director: Heinz Ricken, SSMA Clubs/Membership Director, 514 Cranford Avenue, Cranford, NJ 07016
5. **Raffle:** February winners were Commodore Jane Rivers and Bob Keeler.
6. **Club Shirts:** Commodore Jane has club shirts for \$10.00 plus shipping.

## Boat Club Items or Notices of Interest:

1. No one sailed today due to inclement weather.
2. The Inland Marine Expo will be held from 22 – 24 May at the Edward Jones Dome. Club members will display boats that pertain to the inland waterways on 24 May 2017 from 10AM to 2PM. Our contact now is Errin Howard of River Works Discovery, who sent Commodore Jane a web link to register attendees. Dave St. Clair and Bob Keeler were registered. Let Commodore Jane know if anyone else wishes to show their boats at this event. At Waterways Journal, Commodore Jane spoke with Nelson Spencer, Jr., Publisher, and he was very much interested in the Admirals Club. Commodore Jane provided him with a copy of our newsletter, which he was pleased to receive.
3. **REGATTA 2017:** The Regatta will be hold 23-24 September 2017 at the Boat House in Forest Park. Kent Morgan has agreed to again do the flyer for our event.

## Show and Tell:

- A. George and Paul Kirby led a very interesting discussion on PT boats and Packard engines used to propel them.
- B. John Ziemer is working on his fire boat.
- C. Emil Wolfshoeffler is working on a Mr. Darby.

- D. Bob Keeler is working on the paddle wheel for the 1/24<sup>th</sup> scale USS St. Louis Civil War gunboat with the Shipcrafters for the Civil War Museum at Jefferson Barracks.
- E. Luther Disher is working on a tournament fishing boat Donzi by Dumas. He also had some rudders from Dumas to replace the wrong ones in the kit he had. In addition, he had a strange compass which would only show a few degrees on either side of North. Hope someone at the Inland Waterways Expo can provide some answers. He also showed some old running gear he had.

**The next meeting will be Wednesday 3 May 2017 at the Old Saint Ferdinand Shrine in Florissant.**

The meeting was adjourned at 8:07 P.M.  
 Respectfully submitted,  
 Bob Keeler

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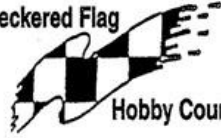
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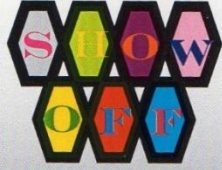


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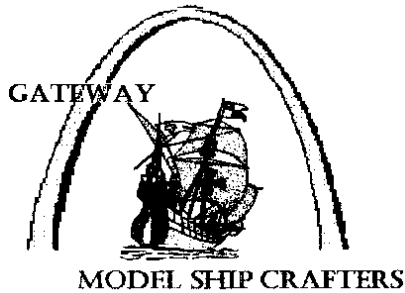
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Bill Kammermeyer, President  
636 230-3921

Howie Smith, Sec'y  
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**Meeting: 9 March 2017**  
Gather at 6:30 p.m. Meeting begins at 7:00 p.m.

**The Workshop of Bill Kammermeyer**  
**1533 Carman Rd**  
**Ballwin, MO 63021**  
**636-230-3921**

The March 2017 meeting marked the 30-month milestone of our effort in building the 1:24 scale Plank-on-Frame model of the City Class Ironclad "USS St. Louis.

We began the meeting by reviewing the latest model construction progress which included numerous refinements to the lower hull framing, walls & bulkheads in preparation for laying the gun deck which will limit future access to this area. Bill has made considerable additions his very authentic barrels, crates and boxes in the Commissary Stores Room which is immediately forward of the Fireroom & Centerline Coal Bunker.(See Photo 1). We also reviewed the excellent progress being made by individual Shipcrafters on their numerous subassembly models and helped resolve any issues they might be encountering.

In addition, we had an enjoyable side session assisting Rex, an old time Shipcrafter, reviewing methods and tools required for planking his 30-year old "Italian" plank-on-bulkhead model kit for a Tug Boat which he has finally decided to build. Later follow-up with Rex indicates he is well on his way to success with this model

#### **"USS St. Louis" Project Status:**

After dry-fitting the (paddle) wheel-house arch framing on the beams of the Hurricane deck sub-structure (Photos 2 & 3) and correcting for errors found in the NPS drawings, the major accomplishment as of the end of March has been the co-location of the Hurricane Deck sub-structure and its temporary aluminum angle support frame (Photos 4 & 5) above the lower hull section at its proper elevation. Following the addition of sub-assemblies for the wheelhouse arch, the pilothouse, smokestacks and ventilator funnels, an excellent idea of the eventual overall model configuration emerges (Photo 6).

Additional refinements have been made to the support frame to make the Hurricane Deck easily removable for continuation of lower hull construction (Photo 7) and installation of the 92 port & starboard upper casement framing members (Photo 8) which will support the Hurricane Deck when the temporary support is permanently removed. Meanwhile, significant progress has been made in the construction of the octagonal pilothouse (Photos 9 & 10). It was recently discovered that the roof of the pilothouse was unarmored and primarily covered by an iron grating for ventilation. When the model is completed 5 of its 8, five-inch thick wood planked sloping sides will be additionally covered by 1-1/4" thick armor plates made from a Formica sub-strate covered by chemically blackened copper tape (Photo 11).

Two of the pilothouse port side panels will remain un-planked to permit viewing of the Captain, pilot, and the odd configuration 13-spoke copper and brass steering wheel (Photo 12) which required creation of an accurate indexing drill jig made using a 52-tooth spur gear found in an Atlas lathe change gear set (Photo 13).

Chain or steel cable was apparently used to transmit input from the steering wheel/drum to the twin rudder tiller pulley rigged system on the stern deck about 120 feet away. Considering the flexibility of these ironclad hulls, the backlash in this system must have contributed significantly to the lack of sensitivity of the reported already in-effective rudder control system.

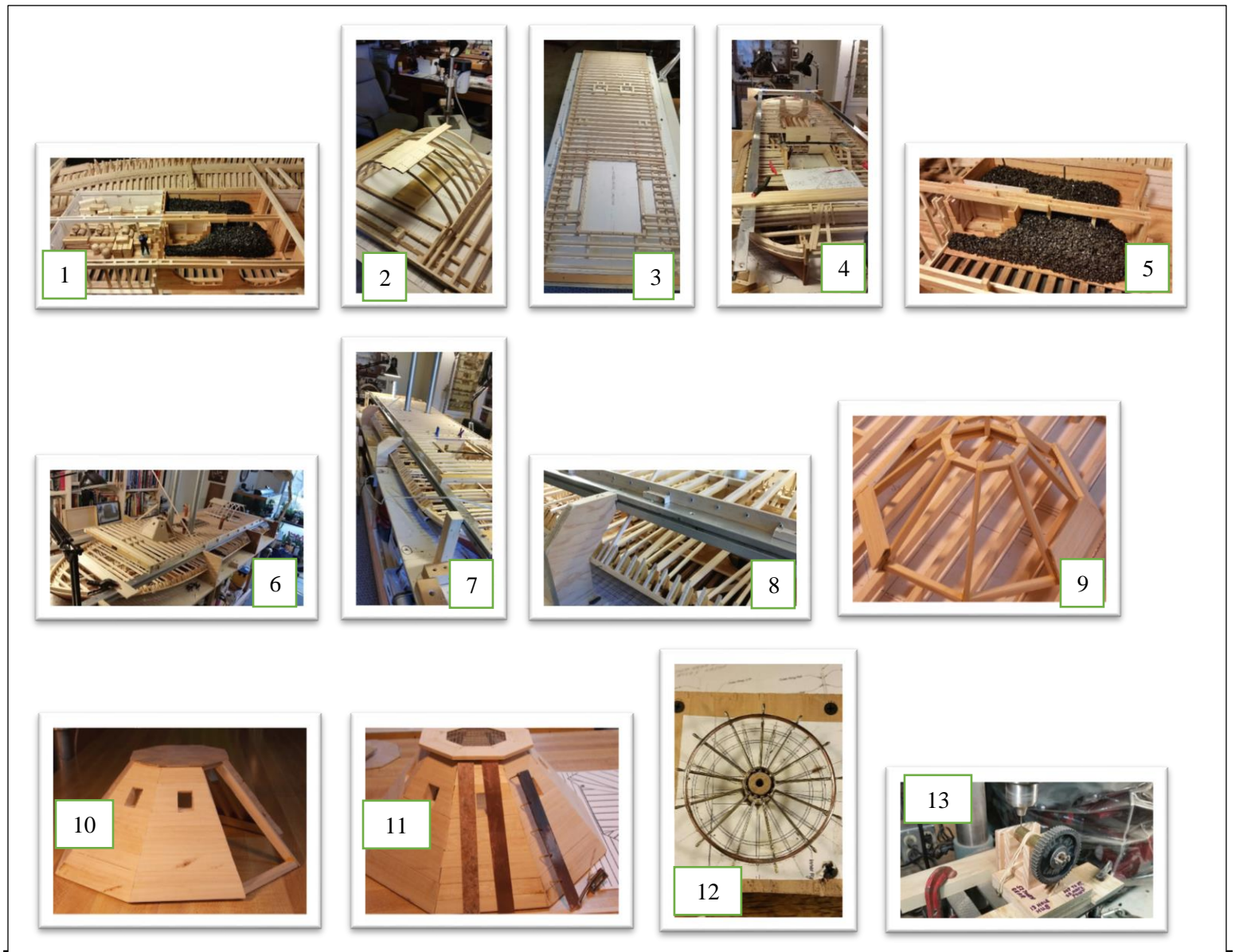
Vince and Tim are working on ideas for modeling the auxiliary steam engine which powered the capstan while continuing to plank the wheelhouse roof section. The wheelhouse will soon be attached to the Hurricane deck to permit side wall planking and integration of roof framing for the fore & aft deck cabins.

Bob has configured two possible options for the locations of the double thickness paddlewheel “buckets” required to off-set the weight of the two eccentric input drive bell-cranks, thereby reducing wheel vibration.

We continue making significant progress on the structural wooden hull assembly, however we still have a number of unassigned interesting model subassemblies for anyone interested; including: the sky lights, anchors, armor plating, “Hog Chain” system, masting, deck houses, shovels, wheel-barrows, insulated steam piping. In addition, a considerable amount of research is still necessary to supplement the data we have accumulated to date and complete this high fidelity model.

Please contact me or advise Scott Safranski (Our Shipcrafter Ironclad research coordinator) if you are interested in this aspect of our ironclad project

I hope to see you there, Howie



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# America's Nightmare: The Soviet Union's (Almost) Super Aircraft Carrier

[Paul Richard Huard](#)

September 2, 2015. Had she ever sailed, the Soviet supercarrier *Ulyanovsk* would have been a naval behemoth more than 1,000 feet long, with an 85,000-ton displacement and enough storage to carry an air group of up to 70 fixed and rotary wing aircraft.

With a nuclear-powered engine—and working in conjunction with other Soviet surface warfare vessels and submarines—the supercarrier would have steamed through the oceans with a purpose. Namely, to keep the U.S. Navy away from the Motherland's shores. But the *Ulyanovsk* is a tantalizing “almost” of history. Moscow never finished the project, because it ran out of money. As the Cold War ended, Russia plunged into years of economic hardship that



made building new ships impossible.

The *Ulyanovsk* died in the scrap yards in 1992. But now the Kremlin is spending billions of rubles modernizing its military—and wants a new supercarrier to rival the United States.

## Big Goals, Bad Timing:

Builders laid the keel for the *Ulyanovsk* in 1988, just as the Soviet empire began to break apart. The ship was such a large project that builders wouldn't have finished her until the mid '90s.

Construction took place at the Black Sea Shipyard in Ukraine—often called Nikolayev South Shipyard 444. It's an old facility, dating back to the 18th century when Prince Grigory Potemkin signed orders in 1789 authorizing new docks to repair Russian naval vessels damaged during the Russo-Turkish War.

The famous Russian battleship *Potemkin*—scene of the famous 1905 naval mutiny and the subject of Sergei Eisenstein's classic film—launched from the same shipyard.

Early in the Soviet period, the shipyard constructed battleships. During the '60s and '70s, workers built *Moskva*-class helicopter carriers and *Kiev*-class carriers at South Shipyard 444.

But none of these ships came close to the *Ulyanovsk*.

Named after Vladimir Lenin's hometown, everything about the supercarrier was huge, even by Russian standards. Her propulsion system would have comprised four KN-3 nuclear reactors, a model originally used to power enormous *Kirov*-class battlecruisers, such as the heavy guided-missile cruiser *Frunze*. *Ulyanovsk* could have easily reached 30 knots while under way.

The carrier would have carried at least 44 fighters on board—a combination of Su-33 and MiG-29 attack jets configured for carrier operations. *Ulyanovsk*'s two steam catapults, ski-jump and four sets of arresting cables would have created a bustling flight deck.

The ship's designers planned three elevators—each capable of carrying 50 tons—to move aircraft to and from the cavernous hanger deck. Plus, the carrier would have had helicopters for search-and-rescue work and anti-submarine warfare missions.

The Soviets planned a complement of 3,400 sailors—roughly half of the crew aboard an American *Nimitz*-class carrier, but sizable compared to other Soviet vessels.

## Why Build It?:

That the Soviets even wanted a supercarrier was remarkable. The massive ships have never figured significantly in the Soviet or Russian naval inventory.

Currently, Russia has only one carrier—the significantly smaller *Admiral Kuznetsov*—launched in 1985. Multiple mechanical problems have plagued the ship ever since, and she doesn't go anywhere without an accompanying tug vessel.

But there was a logic behind the *Ulyanovsk*. James Holmes, a professor of strategy at the U.S. Naval War College, explained that the Soviets wanted to create a defensive “blue belt” in their offshore waters.

The “blue belt” was a combination of land, sea and air power that would work together to thwart U.S. carrier and submarine forces. Russia could defend the homeland while providing safe patrol areas for ballistic-missile subs performing nuclear deterrent missions.

“Those ‘boomers’ need to disappear for weeks at a time into safe depths,” Holmes said. “Soviet supercarriers could have helped out with the air- and surface-warfare components of a blue-belt defense, chasing off U.S. Navy task forces that steamed into Eurasian waters.”

But pride and national honor also prompted the decision to build the *Ulyanovsk*.

“There’s also the keeping-up-with-the-Joneses aspect to carrier development,” Holmes continued. “If the U.S. is the world superpower and the U.S.S.R. wants to keep pace, then Soviet leaders want the same toys to demonstrate that they’re keeping pace. It sounds childish, but there are basic human motives at work here.”

“It’s not all about the roles and missions carriers execute,” he said. “It’s about national destiny and dignity.”

But by the mid ’90s, Russian naval vessels were rusting at their moorings, sailors served without pay and the United States stepped in to help deactivate Soviet-era nuclear submarines and provide security for the Russian nuclear arsenal.

“The Soviets weren’t dumb,” Holmes explained. “They wouldn’t spend themselves into oblivion to keep up with the Joneses, and as a great land power, they obviously had enormous claims on their resources to fund the army and air force. There was only so much to go around for ‘luxury fleet’ projects.”

“Bottom line, if you can’t afford to keep the existing fleet at sea, where are you going to get the money to complete your first nuclear-powered supercarrier, a vessel that will demand even more manpower that you can’t afford?”

### **Moscow’s Military Rises Again...or Not?:**

But Russia now seems willing to revive its supercarrier dream. “The navy will have an aircraft carrier,” Russian navy chief Adm. Viktor Chirkov recently said. “The research companies are working on it.”

Other Russian media reports indicate that designers are in the early phases of planning a new carrier class that would be slightly larger than the Nimitz class—and capable of holding an air wing of 100 planes.

But economic problems — including a looming recession — and the expense of maintaining and modernizing the rest of the nation’s aging fleet makes it doubtful whether Russia can build such an expensive ship.

Holmes estimates the cost of a new Russian carrier could be as much as \$8.5 billion and take up to seven years to complete. But the professor also said the Russian quest for a carrier is serious.

Great nations have carriers, Russia considers itself a great nation, and therefore the ship would be a symbol of national revival and destiny. In other words, a new carrier would be one more reason to forget the bad old days when the Soviet Union disintegrated.

“We think of the Soviet Union as a dreary place, but Russians also remember that it wielded great power,” Holmes continued. “That’s a potent memory.”

For Moscow’s navy, the failure of the *Ulyanovsk* project is one of the biggest, worst memories of them all.

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## *the* **WATERWAYS** **JOURNAL** *Weekly* SINCE 1887

Publication permission granted by Nelson Spencer, Jr., Publisher, 21 April 21, 2017

### **First Barge Delivery Made In 20 Years On Clinch River**



*Metal press is offloaded in Clinton, Tenn., after trip from Korea. (Photo courtesy of Eagle Bend Manufacturing)*

**By Heather Ervin -- March 27, 2017**

A barge made its way up the Clinch River at Clinton, Tenn., for the first time in at least 20 years earlier this month. The barge was towed by Patterson Marine Inc.’s 1,200 hp. Capt. Mark. Patterson Marine is based in Morgan City, La.

The barge offloaded a 3,000-ton Hyundai Wia metal press on March 13 for Eagle Bend Manufacturing, a factory that stamps out metal parts for auto manufacturers.

The metal press, which left Masan, South Korea, on December 26, took nearly 11 weeks to reach the factory in Clinton. According to Jack Spangler, HR manager at Eagle Bend Manufacturing, the press made its way across the Pacific Ocean, through the Panama Canal and then up the Tennessee-Tombigbee Waterway and Tennessee River before reaching the Clinch River in Tennessee.

“The metal press was placed on the barge in New Orleans in February,” said Spangler. “The barge traveled 162 miles to Mobile, Ala., via the Intracoastal Waterway; to Yellow Creek, Miss., via the Tenn-Tom; and to the Clinch River via the Tennessee River, where it traveled another 70 miles to Eagle Bend Manufacturing.” Spangler said the company decided to ship the press via barge to avoid obstacles it would be met with on roads. “It eliminated the difficulties we’d encounter by moving excessive amounts of weight on the roads and bridges,” he said. “We secured permission from the Tennessee Department of Environment and Conservation and, as a courtesy, the local Oak Ridge Rowing Association. There was a rowing competition around the time we expected the press’ arrival, so the barge had to wait until after the competition ended to proceed through Oak Ridge and on to Clinton.”

While the bulk of the press was transported on the river, some smaller parts were placed on trucks.

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