



The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



BROADSIDE

20 June 2017

Commodore – Jane Benefield (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



June dinner was again a wonderful gathering at Hendel’s Restaurant. In attendance were Emil Wolfshoefer, Luther and Geneva Disher, Michael Benefield, and yours truly, your Commodore. Just after dinner and at our 1900 meeting at the St Ferdinand Shrine Old School House, we were pleased to be joined by Dave Dickey, Russ Wick, and John Ziemer, George and Paul Kirby, Bob Keeler.

George Kirby will be bringing some of our member Bob Olson’s boats, which his wife, Leona, would like to sell to the members. The models are all R/C controlled with the regular frequency radios and they are a Paddle wheeler “Victoria” approximately 36”L, Hartman Tug approx.. 38” L (Betty Jo) which Bob brought to all our Regattas; and 4 small tugs approx.. 28”L. I hope we will have a nice turnout for this event. Looking forward to seeing everyone.

Please remember that Independence Day is on the 4th of July and that our Declaration of Independence occurred 241 years ago.

Tentative 2017 Meetings	Events
Wednesday, 5 July 2017	
Wednesday, 2 August 2017	
Wednesday, 6 September 2017	
Wednesday, 4 October 2017	
Wednesday, 1 November 2017	23-24 September 2017 REGATTA
Wednesday, 6 December 2017	

NOTES

Attention:

Next Gathering: Wednesday, 5 July 2017

Prior to our 5 PM monthly 1st Wednesday-of-the-month 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**, the **Old School House**, 1 St. Francois Street, Florissant, MO.

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

Gratefully,
Jane
Commodore

Secretary's 7 June 2017 Meeting Minutes

Call to Order:

Commodore Jane Rivers opened the meeting at 7:02 P.M at the Old St. Ferdinand Shrine, the Old School House, in Florissant, MO. There were 12 members present. The Pledge of Allegiance was led by Paul Kirby.

Reports, Administration, and Miscellaneous from Homeport

- Members Status:** Dave St. Clair is now living with his daughter and son-in-law in Belleville, IL. Dave and his wife Dee will be moving into assisted living. George Kirby's wife is doing better. Commodore Jane received a phone call from Norm Kalaskie's wife, Betty, that he is going to leave the hospital soon and go temporarily into assisted living.
- Minutes Report:** The May minutes were published in the May 2017 Broadside newsletter. Motion to approve the May minutes as printed was made by Luther Disher, seconded by Dave Dickey. Motion approved.
- Treasurer's Financial Report:** George Kirby provided the Treasurer's report for April and May. Motion to approve the Treasurer's report was made by Commodore Jane, seconded by Luther Disher. Motion approved.
- Dues are \$30 per year if you receive newsletter by email; \$40 if you receive newsletter by mail. Dues were due pay 31 May, and are now past due.
- SSMA:** 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
- Raffle:** June meeting winners were Dave Dickey and Ron Geske.
- Club Shirts:** Commodore Jane has club shirts for \$10.00 plus shipping.

Boat Club Items and Notices of Interest:

Items of Interest:

- Commodore Jane and Michael Benefield just returned from their wedding trip to Berkeley, California where Michael had attended university and Jane had previously lived in nearby El Cerrito. And on returning home to Missouri, they took joyful possession of a 30-foot Cape Dory two-mast ketch sailboat at Lake Carlyle, IL.
- There were four people who sailed on St. Ferdinand Pond prior to the meeting. There were a couple of gentlemen who showed an interest in sailing and might consider joining the club in the future.
- Commodore Jane received a phone call from Tim Beranek, Glenn Hensley's brother-in-law. Glenn was an active member of this club for quite a number of years. He is now in an assisted living facility. Tim and Mary, Glenn's wife, provided some items to Commodore Jane which were raffled off at the meeting. The paddle wheel towboat Chas E. Wood was won by our member Bob Keeler and all other items found good homes. Glenn and his wife, Mary, met 35 years ago at a biology class. For their first Christmas, she gave Glenn a model boat and now several of his boats are displayed at the Smithsonian Museum, Mystic Seaport Museum and the Mercantile Museum at UMSL. He also built a barge model for a St. Louis Barge Company.
- The Inland Marine Expo was held from 22 – 24 May at the Edward Jones Dome. Insurance was obtained to cover the event. However, Dave St. Clair was unable to attend due to having had a stroke. Emil Wolfshoefler had health issues. The day before the event, John Ziemer had family issues and was unable to attend. Bob Keeler felt that he could not handle the event alone since due to union rules he would be unable to unload the models from the loading dock. The convention center is not an easy place to setup. Unfortunately there were no club representation at the convention. An email was sent to Errin Richardson of River Works Discovery letting her know that we would be unable to attend.

Notice of Interest:

Regatta 2017: The Regatta will be hold 23-24 September 2017 at the Boat House in Forest Park. Regatta Co-chair Kent Morgan is working on the flyer for our event. Commodore Jane was notified by Marcia Reck of Catering St Louis that we would be able to set up at 9AM using the tent entrance. The main gate will remain closed. Commodore Jane agrees that the flyers can now be finalized for the Regatta.

Show and Tell:

- A. Russ Wick gave an update on his Battle Cruiser Lexington. He has installed all the running gear and electrical components in the hull and has started work on the super structure using styrene.
- B. Bob Keeler is working on the paddle wheel for the 1/24th scale USS St. Louis Civil War gunboat with the Shipcrafters for the Civil War Museum at Jefferson Barracks.
- C. Paul Kirby is working on his Sterling battleship Missouri. He also has made more paper ships which he has displayed at a young children's function and the children showed much interest.
- D. Michael Benefield described his two-mast sailing ship SAIL-A-WAY from Norm Kalaskie's superb R/C collection. It features multiple sail control and rudder and engine servo operation via a single Futaba multi-channel R/C transmitter/receiver.

The next meeting will be Wednesday 5 July 2017at the Old Saint Ferdinand Shrine.

The meeting was adjourned at 7:58 P.M.

Respectfully submitted, Bob Keeler

**Mark Twain
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636-946-2816

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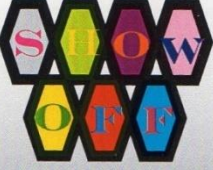


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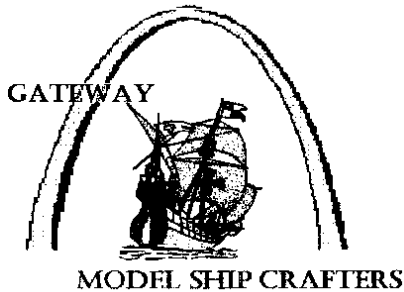
Bill Kammermeyer, President
636 230-3921

Howie Smith, Sec'y
314-837-5653

Meeting: 15 June 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 highlight of our May 2017 meeting was the presentation by Dr. Mike & Bob of their four completed brass paddlewheel ring assemblies (Photo 1) and their dry-fit on the axle (Photo 2). Later, the wheelhouse and an aft deckhouse mock-up (Photo 3) were added to better represent the final view available from the open port side. Their next step will involve adding the “birds nest” of cross-bracing necessary to maintain the spacing between these relatively light weight ring assemblies.

Vince & Tim also presented their completed model of the 2 Cylinder Auxiliary Steam Engine (Photo 4) which is located in the port side lower casement and provides power to the capstan via a PTO shaft and gearing (Photo 5). This engine/capstan was originally controlled by a crewman using levers which extended up thru the gundeck planking. Bob also presented his TurboCad drawings for the 12-pdr Boat Howitzer and we discussed minor changes to simplify fabrication of this small, but prominently displayed model.

We also mocked-up the port side “Hog Chain” (Photos 6 & 7) to verify its path below the gundeck and terminus points on the lower hull framing at Stations [75] & [21].

“USS St. Louis” Project Status:

Our main focus this month has been on completion of all modeling activity requiring access to the lower hull as we prepare to permanently install portions of the gundeck. Bill has therefore been concentrating on completion the various stores which will be located in the Commissary , Shell & Powder Rooms and especially on labeling or stenciling of crates, barrels & sacks of provisions and munitions (Photo 8). The Boilers & Firebox assembly has been located and attached with screws since it will still need to be removed to complete its copper foil covering. We also semi-permanently mounted the capstan auxiliary steam engine with the PTO shaft and gearing properly engaged. The remainder of the gundeck half-beams have been attached to their deck clamps with screws so that selected sections of this deck may still be made removable, even after deck planking is complete.

A review of photos of the Western River Steamboat “Arabia” boiler (Photo 9) resolved our ”unknown” location for a similar manually operated “Bilge” pump (Photo 10) which is currently displayed in the “USS Cairo” museum at Vicksburg, that we have modeled for our “USS St Louis”. We therefore will now locate this pump on the deck of the paddlewheel feedwater chute which will be just aft of our boilers and “Doctor” steam engine. This pump was used to top off the boilers with water just before the firebox was kindled after which, once steam was available permitted the “Doctor” to assume this function.

The wheelhouse has been attached to the Hurricane deck with clips and screws and two lower sidewall planks have been installed to stabilize this structure. Following use of mock-ups (Photos 11 & 12) of the deck houses fore & aft of the wheelhouse, the framework (Photo13) for this structure was fabricated & dry-fit. Additional side sheds (Photo 14) and paddlewheel viewing ports will eventually complete this assembly as shown in this contemporary view.

Scott has procured a copy of the “Memorandum Book” [High level Log] from a crewman of the USS St. Louis/DeKalb who served her from December 1861 under Federal Army Command thru transition to US Navy Command and renaming Baron DeKalb in October 1862 and until sunk by a torpedo (mine) in June 1863. This data basically

confirms the our selection of a 1 October 1862 our model configuration date for the “USS St. Louis” at end of her Army career. Scott is studying this document and will later brief us on his detail technical findings.

Last weekend, our Shipcrafters’ guest, Cher Petrovic (Civil War Historical Society) toured the USS Cairo museum at Vicksburg, Mississippi, having previously offered to share any specific photos of particular interest to us. We look forward to the results of her tour.

We continue making significant progress on the structural wooden hull assembly, however we still have plenty of unassigned interesting model subassemblies for anyone interested; including: the sky lights, anchors, armor plating, “Hog Chain” system, masting, 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



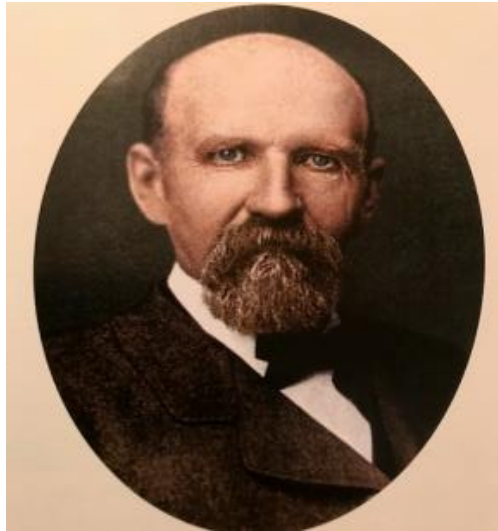
Joshua Slocum, A World-Class Renown Seaman and His Boat “Spray”: Part I of III

Michael Benefield with References:

Slack, K.E. (1966, 1981). *In the Wake of the Spray*. White Plains, NY: Sheridan House.

Slocum, J. (1956, 2015). *Sailing Alone Around the World*. Minneapolis, MN: Zenith Press.

Joshua Slocum is the first seaman to circumnavigate the globe single-handedly ... solo. He did so in a small sailboat called *Spray*. Joshua Slocum was a New England American sailing-ship captain and he completed his historical global circumnavigation feat with *Spray* in 1895.



Joshua Slocum

Spray was originally built in New England and launched in the 1790s. She was used for almost a hundred years as an oyster fishing boat up and down the New-England coast. *Spray* was initially 36 feet along the deck, a single-mast sloop, and she was given to Slocum in 1892 by a fellow sailing-ship captain. *Spray* was double-headed jibs or with jumbo jib, but she remained a sloop and not a cutter as was the practice during her era. Her LWL was 32'1"; beam 14'1" (13'10" at the waterline); depth 4'1"; weight 9 tons net, 13 tons gross; and displacement at 35,658 lbs. She was a heavy, broad-beamed boat for stability in stormy New England seas.

Circumnavigation of the globe by Slocum and his sloop *Spray* began on 24 April, 1895 and took 3 years, 2 months, and 2 days until they anchored again near Boston at Newport Harbor, Rhode Island on 27 June, 1898. On 3 July, 1898, Slocum sailed *Spray* into Fairhaven, Massachusetts where it all began in 1893.

Slocum was 56 years old when he refit* *Spray* between 1893 and 1894 at Fairhaven. All the while, he kept faithful to *Spray's* foundation lines and specifications. After Slocum refitted *Spray*, he began his world-first feat of single-handed solo circumnavigation of the globe. Slocum and *Spray* departed New Bedford on 24 April, 1895.



Slocum refitting *Spray*

Slocum and *Spray* started their circumnavigation out of New Bedford with a preliminary shakedown run up to Yarmouth, Nova Scotia. Heading east and well into the North Atlantic, they passed the Azores and eventually stopped at Gibraltar. Later, Slocum and *Spray* steered south out of Gibraltar and again well out into the North Atlantic.



Slocum and *Spray*: 46,000 miles of oceans and seas around the world

Slocum and *Spray* remained parallel to the West African coast until pirates gave chase off Morocco with their lateen-rigged felucca boat. Both boats ran under full sail ... to near-mast-breaking point for *Spray*. A strong gale sprang up during the chase and suddenly the felucca broached in the high seas and the crew desperately fought to prevent sinking. At the same moment, *Spray's* mainsail boom slammed over and fractured, rendering her useless. Slocum made repairs and reefed sail to make a safe passage away from the floundering pirates.

Continuing on a more southwesterly direction past the Canary Islands, Slocum and *Spray* experienced the doldrums for 10 days north of the equator with its no wind-to-severe thunderstorms weather. Slocum and *Spray* angled southwest across the equator and into the South Atlantic Ocean. They paralleled the South American coast and sailed to Rio de Janeiro.

While in Rio and later Buenos Aires, Slocum decided to shorten *Spray's* bowsprit by five feet (wishing later for another foot off), the mainmast boom by four feet, and the spruce main mast by 7 feet (no top mast before). Slocum removed several main sail leech sheets and re-rigged. He also added an arched transverse support brace-rail aft and above the transom bulwarks and rails in preparation for adding a mizzen mast (jigger mast) at a later time.

Afterward, Slocum and *Spray* made way to Montevideo before heading into the Straits of Magellan and around the treacherous Cape Horn. Part II will continue.

*Note: In 1893 and 1894 there were no power tools. Slocum harvested and hewed by hand white oak and other timber from a nearby stand of wood for his *Spray* refit.



The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



ST. LOUIS ADMIRALS RC MODEL BOAT CLUB REGATTA - September 23-24, 2017

INFORMATION AND REGULATIONS

GENERAL INFORMATION

The St. Louis Admirals are proud to announce their 28th Annual Regatta, again this year at the Boat House in Forest Park, St Louis. This event is open to the public and anyone interested in model boating at no charge. The only cost for registered Regatta participants is for the display and/or trophy competition for their boats at the show. As usual, we are inviting electric and sail (sorry, no gas powered or live steam boats) to join in the fun.

REGISTRATION AND DISPLAY

Registration starts at 1000 hours (10:00 a.m.) until noon Saturday, September 23. The Registration Fee remains the same as it has been --- \$10 for the first boat, \$10 for a second boat, and all additional boats will be FREE. The fun will begin at 10:00 a.m., last all day. Awards will be presented at 3:00 p.m. on Saturday. We will have a night float in the evening until 2100 hours or (9:00 p.m.) for all boats equipped with lights. On Sunday, September 24, we will start at 0900 hours (9:00 a.m., or start earlier if you like) until 1300 hours (1:00 p.m.).

A Regatta Committee Official will be present at registration to assist in explaining this year's Regatta information and rules. That Official will determine in which of the three assigned table areas your boat will be placed:

- Kit or Scratch Built To Be Judged
- Kit or Scratch Built To Be Displayed but Not Judged
- Ready to Run / Purchased (No Judging)

A participation plaque will be given to each registered boat Captain.

Once a boat has been assigned to an area by a Regatta Official, the boat must stay in that area. There are no secondary boat classes (e.g. tugs, submarines, etc.).

Ready to run boats are welcome for display and sailing on the lake. Our objective is to encourage all Captains to run boats and have a good time. We want a lot of boats out on the lake and also to share information with the public to put on a good show.

We will again have our display area in the Boat House Annex building, as we did last year.

RADIO CONTROL

Only valid radios per FCC Regulations will be able to operate a boat. For all frequencies other than 2.4 GHz, please be sure your correct frequency is marked on your transmitter with a flag and that you have attached a name tag with phone number. There will be no transmitter impound. A frequency board for 75MHz will be provided. Captains must determine if their frequency is in use. If not, he will mark that channel as being used on the frequency board. Upon completion of sailing, he will remove his marker, thus making that channel available for the next captain. Boat captains will be responsible for protecting their own transmitters.

JUDGING

The following trophies will be awarded:

- Best of Show
- 2nd Place
- 3rd Place
- 1st club member

Each boat must qualify as a fully operational R/C Model, as determined by club officials. Only boats that have been scratch built or kit built by the Regatta participant will be eligible for a trophy. You must sail your boat with a Regatta Committee member observing to be eligible for a trophy.

Boats will be judged by all paid participants, with Regatta Chairman breaking ties.
PLEASE USE ONLY THE OFFICIAL 2017 REGISTRATION

All inquiries regarding this year's Regatta should be made via email to Bob Keeler at:
keepad@aol.com
HAVE A GREAT TIME AT THE REGATTA!!!

The Regatta Committee: Bob Keeler - Chairman, Jane Benefield – Commodore, and co-chairs Kent Morgan and John Ziemer

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**ST. LOUIS ADMIRALS R/C MODEL BOAT CLUB
TWENTY EIGHTH ANNUAL REGATTA
SEPTEMBER 23 and 24, 2017**

OFFICIAL 2017 REGATTA REGISTRATION FORM

Name _____

Address _____

City, State, Zip Code _____

Phone _____ E-Mail _____

Each boat must qualify as a fully operational R/C Model, as determined by club officials. Only boats that have been scratch built or kit built by the Regatta participant will be eligible for a trophy. *NOTE: RTR = ready-to-run*

Scratch (S) Kit (K)			
Boat Name & Description	or RTR✓	Y or N	Judge Chip #
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

REGATTA REGISTRATION FEES: \$10 *one* boat, \$20 *two* boats. Additional boats FREE.
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