



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

<http://stlouisadmirals.com>



## BROADSIDE

20 July 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



Our July meeting was a nice success with Luther Disher being kind enough to be our auctioneer for four R/C boat models. George Kirby brought the models made by our member Bob Olson. Bob's widow, Leona, wanted to sell the four boats R/C club members. The models have regular frequency radios and they include: a Paddle wheeler "Victoria," approximately 36" long; a Hartman Tug "Betty Jo," approximately 38" long which Bob would always bring to our Regattas; and 2 small tugs approx.. 28" long.

All the models found good homes through the auction and the new owners seemed to be pleased with their new acquisitions. Please be safe during these hot summer days ... please stay hydrated.

#### NOTES

##### Attention:

**Next Gathering: Wednesday, 2 August 2017**

Prior to our 5 PM monthly 1<sup>st</sup> Wednesday-of-the-month dinner-meeting, sailing is from 2-4

PM at our usual St Ferdinand Pond, Florissant, MO – weather permitting. Dinner set for 5:00 PM at our **Hendel's Restaurant**, 599 St Denis, Florissant, MO 63033, followed by our 7:00 PM meeting at our meeting place at the **Old St. Ferdinand Shrine, the Old School House**, 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, 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 July 2017 Meeting Minutes

#### Call to Order:

Commodore Jane Benefield opened the meeting at 7:18 P.M at the Old St. Ferdinand Shrine, the Old School House, in Florissant, MO. There were 12 members and several spouses were present. The Pledge of Allegiance was led by Commodore Jane.

## Reports, Administration, and Miscellaneous from Homeport

1. **Members Status:** Dave St. Clair and his wife, Dee, are now living in an assisted living facility in Swansea, IL. Desiree, their daughter is looking into getting Dave a telephone so he can be in touch with his friends, family, and us. Norm Kalaskie is out of the hospital and in a rehabilitation facility and will be there for about 2 to 3 weeks. George Kirby's wife, Judy, was in the hospital but is now back home again. Emil Wolfshoefer has health issues and is currently unable to drive but he did participate in the auction by phone. The club wishes a speedy recovery to everyone and please keep them in your prayers.
2. **Minutes Report:** The June minutes were published in the June 2017 Broadside newsletter. Motion to approve the June minutes as printed was made by Phil Frisch, seconded by Dave Dickey. Motion approved.
3. **Treasurer's Financial Report:** George Kirby provided the Treasurer's report for June. Motion to approve the Treasurer's report was made by Commodore Jane, seconded by Luther Disher. Motion approved.
4. 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.
5. **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
6. **Raffle:** July meeting winners were Russ Wick and George Kirby.
7. **Club Shirts:** Commodore Jane can order club shirts for \$10.00 plus shipping.

### Boat Club Items and Notices of Interest:

#### Items of Interest:

**Auction:** George Kirby brought four of the late Bob Olson (a founding member of the St. Louis Admirals club). Leona, Bob's widow, wished to sell the boats. The boats were sold at auction to club members. The river steam boat "Victoria", a small tugboat "Scooter" and a partially scratch-built small tugboat found a good home with Luther Disher. The Hartman tugboat "Betty Jo" went to Al Luensman. We are certain that Leona will be very glad with the proceeds and that the models found a good home with the members.

#### 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 providing the flyers to Schaefer's Hobby Shop and Checkered Flag Hobby Country . Commodore Jane already delivered flyers to Mark Twain Hobby Shop. Commodore Jane was notified that we could set up at 9AM using the tent entrance. The main gate will remain closed. Bob Keeler is working on a 3D printed half boat of the USS St Louis for the Awards. Bob Keeler is working the background picture needed for the participation plates. Bob Keeler will order the awards later in July.

#### Show and Tell:

- A. Russ Wick gave an update on his Battle Cruiser Lexington. He ran the hull in his backyard pool. The model ran pretty fast. He needs help with the electronic programming in order for it to run properly. He had been working with Dave St. Clair, who is unfortunately, unavailable. He is looking for volunteers.
- B. 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.

**The next meeting will be Wednesday 2 August 2017 at the Old Saint Ferdinand Shrine.**

The meeting was adjourned at 8:43 P.M.  
Respectfully submitted, Bob Keeler

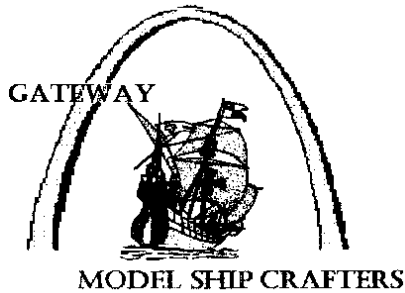
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Bill Kammermeyer, President  
636 230-3921

Howie Smith, Sec'y  
314-837-5653

**Meeting: 13 July 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 June 2017 meeting was the presentation by Cher Petrovic of her collection of excellent photos she recently took at the National Park Service's Reconstructed "USS Cairo" and Museum at Vicksburg, Mississippi.. Included in these photos were many in areas such as the Hog Chains (Photo 1) , Main Steam Engines (Photo 2) and the 12-pdr Boat Howitzer mural (Photo 3) which we had specifically requested and which will help us to accurately complete our model of the Cairo "sister" ship, "USS St. Louis".

Bill presented his recently completed brass spoked and copper rimmed main wheels (Photo 4) and some of the drill jigs (Photo 5) and assembly process (Photo 6) for the 12-pdr Boat Howitzer Carriage. We also set up the USS St. Louis with most of its partially completed sub-assemblies, temporarily located in their respective places (Photo 7). In particular, the pilothouse with Bill's steering-wheel and cable drum with a pilots figure (Photos 8 & 9) can be seen on the Hurricane deck.

We also spent considerable time discussing the paddlewheel assembly progress and process for completion.

"USS St. Louis" Project Status:

Work continued this month on fabrication and dry-fits of the structural members (Photo 10) for the fore and aft deckhouses and development of an assembly jig (Photo 11) which will later be utilized by Tim and Vince to install sidewall and roof planking. Bill has just completed fabrication of the tiny tail wheel for the Boat Howitzer Carriage (Photos 12 & 13) and has now decided to continue with construction of the entire carriage.

Recently we have fabricated and dry-fit the bow & stern deck "margin planks" (Photos 14 & 15) into which the ends of the deck planking will abut and thereby forming a trough for the scuppers to conduct excess deck water overboard. In addition we have fabricated and dry-fit the heavy gundeck port and starboard waterway beams which transition the deck level to the bulwarks between the fore and aft casements.

Bob and Dr. Mike have procured the brass tubing material for the paddlewheel's "birds-nest" of cross bracing and are preparing to affix the 4 ring/hub assemblies to the main axle at the proper spacing for bracing installation. The wooden "buckets" will also be installed to assure proper ring spacing is maintained.

The 1/8" grating and wood cross-frames (Photos 16 & 17) have been dry-fit over the large ventilation opening in the Hurricane directly above the hot boilers. This assembly has often been incorrectly interpreted and modeled as a glass skylight on "City-Class" ironclads.

Due to extremely poor lighting and prohibition of flash photography in the "USS Cairo" Museum, a number of Cher's photos were nearly black so after she explained their content at the June meeting and we further utilized enhancing software to bring out some definition of what they contained, which will be of value, especially if we pursue our original plan for a group visit to the museum.

She had also managed to arrange a personal tour of the lower portions of the restored "USS Cairo" where she was able to get photos not generally available to the public . Some of these, especially for the engines and boilers (Photo 18)

have been posted on our USS St. Louis Scratchbuild Log of the “Nautical Research Guild’s Model Shipworld Forum”, now available on-line to modelers worldwide.

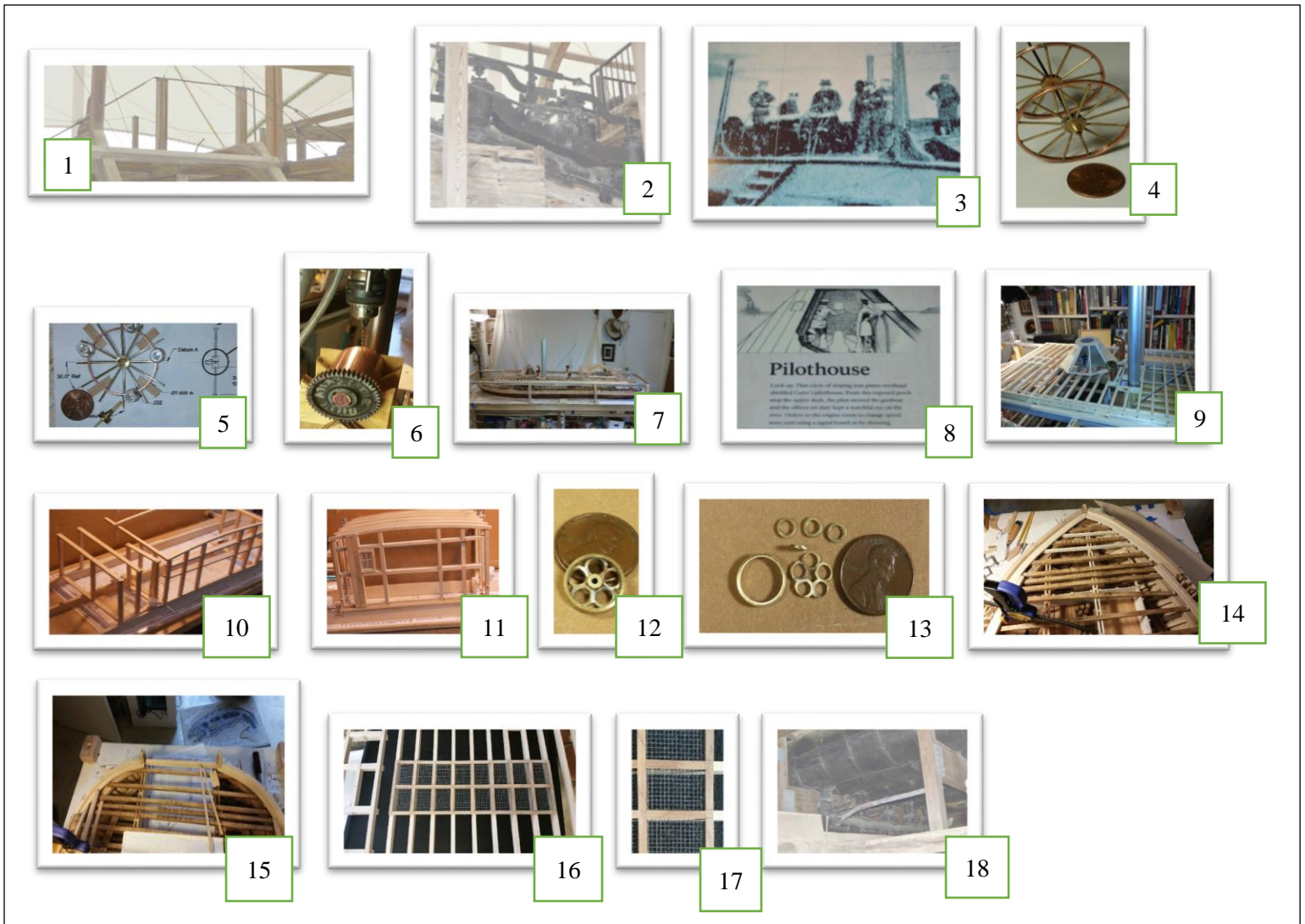
As mentioned in last month’s Notice, Scott has obtained and read a copy of the “Memorandum Book” (High Level Log) for the USS St. Louis/ DeKalb and will provide us a summary of its contents at our July meeting.

We continue making significant progress on the structural wooden hull and other large subassemblies, however we still have plenty of unassigned interesting model subassemblies for anyone interested which include the small forward sky light, anchors, armor plating, “Hog Chain” system, masting, shovels, wheel-barrows, “cotton bale” cart, 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 Shiprafter 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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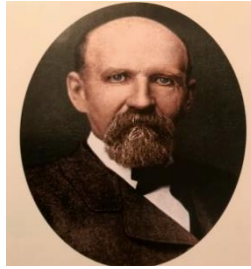
## Joshua Slocum, A World-Class Renown Seaman and His Boat “Spray”: Part II of III

**Mike 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.

Part I of this three-part series described Joshua Slocum as the first seaman to circumnavigate the globe single-handedly ... solo... and he did so in a small sailboat called *Spray*. Joshua Slocum was a New England American sailing-ship captain and he began his historical global circumnavigation feat with *Spray* on 24 April, 1895, and completed it on 3 July, 1898.



Joshua Slocum

Earlier, Slocum rebuilt *Spray* between 1893 and 1894. He harvested and hewed by hand white oak and other timber from a nearby stand of wood for his refit of *Spray*. Her original 100-year 1790 launch lines and architectural structures as a New England sloop-rigged coastal oyster fishing boat remained intact: 36 feet along the deck, drawing 4’1” with a 9-foot beam, and weighing 13 gross tons ... a heavy, broad-beamed boat. Slocum and *Spray* began their epic circumnavigation journey out of New Bedford on 24 April, 1895. They sailed across the North Atlantic to Gibraltar and later parallel to the West African coast.



There, pirates approached and chased Slocum and *Spray* until a fierce gale suddenly blew up. The felucca broached and while the pirates fought for their lives against the sea and wind, Slocum and *Spray* slipped away through the raging storm with a mended main-mast boom and partially reefed mainsail.

Bearing west across the North Atlantic, through the doldrums and across the equator to just off the Brazil coastline, they entered the South Atlantic. While at Rio de Janeiro and later Buenos Aires, Slocum shortened *Spray's* bowsprit by five feet, her mainmast boom by four feet, and the spruce main mast by 7 feet. Slocum 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. Slocum anticipated that *Spray* would do exceedingly well in rough seas and strong winds with smaller sail areas. Out of Montevideo, Slocum and *Spray* approached the treacherous Cape Horn and entered the Straits of Magellan.

There they initially negotiated a considerable distance into the narrow Straits but were soon literally blown back through the Straits to a point behind their initial entry by a severe upstart northwesterly Cape Horn gale. Slocum and *Spray* barely escaped being driven and foundering on nearby offshore reefs and hull-destroying rocks all along the way through the narrow Straits. After the horrific gale finally subsided, Slocum and *Spray* renegotiated the considerable lost distance back through the Straits. Slocum vowed to sail *Spray* outside the southern extremities of the Straits next time for more maneuver area in gale winds. Yet, Slocum and *Spray* gave the shorter Straits passage a go, and survived the life-threatening experience.

After they finally negotiated the Straits, Slocum and *Spray* reached Cape Pillar before making passage out into the South Pacific ocean. It was at Cape Pillar that Slocum decided to modify *Spray's* sail plan by adding the mizzen (or jigger) mast that he had considered earlier. He realized that he needed more versatility in adjusting *Spray's* sail area in different wind and rough sea conditions, and that he also needed an added sense of mast redundancy after his experiences with the North Atlantic gale and the broken mainsail boom.



Slocum added mizzen mast to *Spray*

North out of Cape Pillar and pushing out into the South Pacific ocean, Slocum held *Spray* parallel to the South American coast along Chili. Eventually, Slocum and *Spray* replenished at the Juan Fernandez and St Felix islands before setting their heading northwest toward Samoa via the Marquesas Islands. Slocum replenished with *Spray* at Samoa and set her on a bearing just north of the Fiji Archipelago, and then on to Newcastle, Australia.

The Australian people and government reached out to the American Slocum and his boat *Spray*, having heard of their global circumnavigation efforts. Slocum gave *Spray* a refit while running her along the Australian coast to Sydney and Melbourne, and further north parallel to the Great Barrier Reef. Soon they were through the Torres Strait between Australia and New Guinea and on into the Indian Ocean.

Smooth passage across the broad expanse of the trade-wind Indian Ocean led to the Mauritius and Réunion islands. After having rounded the Cape of Good Hope and into the South Atlantic Ocean, Cape Town was reached on 26 December, 1897 ... signaling the home-stretch South Atlantic trade-wind passage across the equator and back into the North Atlantic.

Out of Cape Town, Slocum and *Spray* steered a course with the South Atlantic trade winds, sailing past the St Helena and Ascension islands. Several weeks later, Slocum and *Spray* crossed their outward passage path in the South Atlantic Ocean just south of the equator and near the most eastern point of Brazil. This marked the closing end-point of their circumnavigation path around the globe, a stellar moment recognized by Slocum and shared with *Spray*.

The trade winds in both the Indian and South Atlantic oceans were fair for Slocum and *Spray*. In these almost-constant trade winds, Slocum loosely lashed her tiller, set good sail and let *Spray* have her own way for over 1500 nautical miles of ocean passage. *Spray* was so well structured and balanced through her 1790 architectural design that she actually sailed along in the trades virtually unassisted by Slocum ... a phenomenon naval architects have studied since and marvel even today. Restful freedom for Slocum while *Spray* sailed fairly with the trades.



*Spray* and Slocum returning home

Slocum and *Spray* made passage into the Caribbean out of the North Atlantic and passed Antigua as they made the final sprint into Newport Harbor, Rhode Island, on 27 June, 1898. Finally, on 3 July, 1898, together, they sailed to Fairhaven near Boston...where it all began over three years earlier. Slocum and *Spray* were heartily welcomed in time for the American Independence day celebrations, and with pride in American seamanship and achievement.

Part III of three parts continues with an architectural anatomy of the phenomenon named *Spray*.

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**KSA Expertise Profile ao Aug 2017**

For (print member's name): \_\_\_\_\_

<u>Example Categories</u>	<u>Application</u>	<u>Theory</u>	<u>Knowledge, Skills, and Ability Levels (KSA)</u>
Build from scratch	some	some	Intermediate (I)
Build from kits	lots	specific	Advanced (A)
Hybrid kit/scratch	no	little	Beginner (B)

<b><u>KSA Expertise Profile ao Aug 2017</u></b>				
<u>Category</u>	<u>Application</u>	<u>Theory</u>	<u>KSA Level</u> (B) (I) (A)	<u>Comments</u>
<b>Boat Construction</b>				
Build from scratch				
Build from kits				
Hybrid kit/scratch				
<b>R/C Boat Electronic/Electrical Systems and Components</b>				
Surface Transmitter/Receiver Systems				
Operation				
Menu set-up ("programming")				
Electronic circuitry				
Digital protocols				
RF technology				
Antennas				
Motors: Boat Motor Propulsion				
Manufacturing techniques				
Application parameters (size, weight, operating temp)				
Power (watts) determination (model ship parameters)				
Operating characteristics (rpm, current requirements (continuous, impulse/spike))				
Efficiencies				
Servos				
Latency				
Manufacturing techniques				
Application parameters (size, weight, operating temp)				
Interface Load determination				
Boat Sail Control				
Speed Control				
Receiver/motor control compatibility				
Continuous and impulse Amperage				
Control limitations for different rx/motor configurations				
Winches				
Crane				

Electromagnets				
Batteries				
System component matching/interface				
For example, rx-to-speed control-to-motors				
<b>R/C Mechanicals</b>				
Antennas				
Couplings				
Running Gear				
Propellers				
Rudders				
Winch Cable and System Mechanics				
Magnets				
Crane				
<b>Boat Ancillary Functions</b>				
Lights, Smoke, Sound, Crane, Radar				
Deck Features and Objects				
<b>Other</b>				

- I do  I do not ... want my KSA experience profile to be put in the Admirals' Club website "members only section"  
 I do  I do not ... want my personal contact (phone/email) to be put in the Admirals' Club website "members only section"

Signature \_\_\_\_\_ Today's Date \_\_\_\_\_

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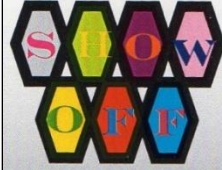


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# The St. Louis Admirals R/C Model Boat Club

<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
- 2<sup>nd</sup> Place
- 3<sup>rd</sup> Place
- 1<sup>st</sup> 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, Chris Kunz, John Ziemer, Kent Morgan

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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 \_\_\_\_\_

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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.  
Make checks payable to ST. LOUIS ADMIRALS R/C MODEL BOAT CLUB.

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Wooden plaques for club Regatta entry attendees for the first 18 years, beginning in 1989.





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Jane Benefield  
25 Treebeard Circle  
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