



The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



BROADSIDE

28 February 2019

Commodore – Jane Benefield	(636) 447-4016	Secretary – Bob Keeler	(314) 434-8640
Vice-Commodore – Kent Morgan	(314) 892-8669	Asst. Secretary – John Ziemer	(636) 566-8810
Asst. Vice-Commodore – John Ziemer	(636) 566-8810	Editor – Jane Benefield	(636) 447-4016
Treasurer – Lin Blaszkiewicz	(314) 843-4995		

NOW HEAR THIS YOUR COMMODORE FROM THE BRIDGE



St Louis weather is very unpredictable as we found out on 10 February 2019 trying to go to the Gateway Toy Show at Westport Plaza. The roads and highways were so icy that it was too hazardous to go, so regrettably we had to inform Roy Baker that we would be unable to attend the show, which was the first time I ever remember having to cancel.

Dave St. Clair 80, of House Springs died Feb. 6, 2019



Vice-Commodore Emeritus and Member of the St. Louis Admirals R/C Model Boat Club, great friend and always willing to share his knowledge. He will be greatly missed. Fair Winds and Following Seas.

Scheduled Events	
Wednesday, 6 March 2019	Monthly Meeting
Wednesday, 3 April 2019	Monthly Meeting
Wednesday, 1 May 2019	Monthly Meeting

NOTES

Next Gathering: Wednesday, 6 February 2019

Prior to our 5 PM monthly 1st 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 **Handel'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.

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

Gratefully,
Jane
Commodore

Secretary's 2 January 2019 Meeting Minutes

Call to Order / Pledge of Allegiance:

Commodore Jane opened the meeting at 7:00 P.M. at Old St. Ferdinand Shrine, the Old School House. There were 9 members present. The Pledge of Allegiance was led by Lin Blaszkiewicz.

Reports, Administration -- Segment

1. Commodore's Opening Comments:

- A. George Kirby's wife Judy has been in the hospital but is now home recuperating. We wish her a speedy recovery.
- B. **BlueSky Apparel t-shirts:** T-shirts can be ordered. The cost is with only the front logo up to size L \$10.00 plus tax, and with logo on back and front up to size L and XL is \$15.00 plus tax. Sizes 2XL and larger and long sleeve are an additional cost. Patches hat size and shirt patch are \$10.00 each.

2. **Secretary's Meeting Minutes Report – Bob Keeler:** Presented the minutes of the January 2019 meeting which were published/printed in the January 2019 Broadside newsletter. Motion to approve the meeting minutes as printed was made by John Ziemer, seconded by Phil Frisch. Motion approved.

3. **Treasurer's Report – George Kirby:** Treasurer was absent but closed out the checking account and turned over a cashier's check to the new treasurer, Lin Blaszkiewicz. Lin and Bob Keeler will open a new account at a bank near the Treasurer's Residence.

4. **Vice Commodore -- Comments/Actions – Kent Morgan:** No report.

5. **Asst. Vice-Commodore Comments – John Ziemer –** No report.

6. Commodore -- Comments/Actions:

- A. **Amendment of By-Laws:** under revision (as previously voted on).

7. **Secretary Comments – Bob Keeler –** No report.

8. **Treasurer Comments – George Kirby –** Absent

9. **Membership Comments – Lin Blaszkiewicz –** No Report

Boat Club Items and Notices of Interest -- Segment:

1. The Admirals will again have tables at the Toy Show at the Plaza Sheraton Chalet Hotel at Westport Plaza in Maryland Heights on 10 February 2019.

2. **Annual Regatta:** Commodore Jane received information from the Boat House in Forest Park regarding our Regatta there in September. They can only accommodate us on Sunday, 29 September 2019. Commodore Jane inquired about Union Station and was told that it was not available due to the fire fountains in the lake. Russ Wick will inquire about using a park in Des Peres. Commodore Jane is investigating using a lake at Village North retirement home, (near Christian Hospital North East). This facility was used in the past for our sailing events. It's a charming area and the pristine lake is more than suitable for our Regatta. Management was open to our using the lake and inviting the residents to come picnic and watch our boating skills and fun. Questions were raised wondering if the public would be allowed to come see our Regatta. Generally, the members were in favor of following up on this

location pending investigation of this site availability. Other sites will be investigated by our members and reported on at the next meeting.

3. Commodore Jane brought up the idea of a Spring Regatta (Semi-Annual) in the May time frame. The members present were in favor of such an event as a Spring Regatta (in addition to our September Fall Regatta).
4. **Dues:** Commodore Jane requests all to please keep dues current. Lyn Blaszkiewicz made a motion to send reminder postcards to members at renewal time after the May meeting; Paul Kirby seconded the motion. Motion passed. Dues are \$30 per year if you receive newsletter by email; \$40 if you receive newsletter by mail.
5. **SSMA Individual Membership Renewal Information:** Bob Keeler reported that he had sent in renewal applications for club renewal and applications for insurance for St. Ferdinand Park, City of Florissant, Old St. Ferdinand Shrine and School house, and West Port Plaza for the toy show. Please let Bob Keeler know when you have renewed so he can keep track for club insurance purposes. If you haven't joined yet, please give it a try. They have a very nice and interesting magazine well worth the price of a membership. Send dues to the SSMA Membership Director: Heinz Ricken, SSMA Clubs/Membership Director, 514 Cranford Avenue, Cranford, NJ 07016.
6. Collection was held for St. Ferdinand School House.

Articles/Presentations/Show-and-Tell/ Meeting Segments:

1. Articles Meeting Segment: Admiral's Club Newsletter Voluntary Articles (as of 6 February 2019, updated monthly): Completed and submitted voluntary articles to be published in an appropriate month of the Admiral's Club Newsletter. Please contact Commodore Jane if you have any ideas, thoughts or wishes for future presentations or article topics.

2. Presentations Meeting Segment:

A. Past Presentations

Phase 1:

R/C Components:

Propellers – October 2017 – Kent Morgan
Electric Motors -- February 2018 meeting: Bob Keeler
Batteries – March 2018 meeting: Michael Benefield
Servos- April 2018: Bob Keeler

Phase 3:

Ship/Boat Structures:

Sailing/Sail Boats -- January 2018 meeting: Michael Benefield

Phase 7:

The Practical/Attainable Workshop:

Making our model boat-building hobby easier, faster, safer or just more fun – November 2018 meeting:
Bill Kammermeyer.

B. Future Presentation Topic Schedule/Sequence (as of 6 Feb 2019): All topic presentations are temporarily held in abeyance, and in the interim, they will be individually conducted on an ad hoc basis.

In addition, during this temporary period, topic presentations and presenters will be announced whenever practical (*refer to the April 2018 Newsletter for Phase details*).

- Phase 1: *R/C Components (continued), Electronic Speed Control, etc.*
- Phase 2: *R/C Systems: Transmitters, Receivers, Components, etc.*
- Phase 3: *Ship/Boat Structures (continued), hulls, superstructures, etc.*
- Phase 4: *Ship/Boat Kit- and Scratch-Building Common Areas*
- Phase 5: *Ship/Boat Kit Unique Building Techniques*
- Phase 6: *Ship/Boat Scratch Unique Building Techniques*
- Phase 7: *The Practical/Attainable Workshop (continued)*

C. Presentation Ideas List (as of 6 Feb 2019): Suggested ideas for future Admiral’s club-meeting presentations and related published articles (including non-presentation articles) for the Admiral’s Club monthly newsletters. Please feel free to suggest to Commodore Jane additional ideas that a club member may want to have added to this list:

- History of SS Admiral
- History of Eads built Civil War Gunboats
- History of the USS St Louis
- Special Mississippi and Missouri River boats
- Unusual barge loads and boats (i.e. aircraft and submarines)
- Barge Designs
- Lock and dam operations.

3. Show and Tell Meeting Segment:

Bob Keeler brought in a **paperback book: Images of America, THE STEAMER ADMIRAL**. It is a pictorial history and documentation of the ADMIRAL excursion boat. There are a lot of internal pictures of the boat which makes this a good reference book to document your scale boat of the Admiral.

Round Table Discussion – Meeting Segment: None

Next Meeting: Wednesday 6 March 2019 at Old St. Ferdinand Shrine, the old School House. Sailing at St. Ferdinand Pond from 2PM – 4 PM weather permitting, before the meeting.

The meeting was adjourned at 8:03 P.M.
Respectfully submitted, Bob Keeler



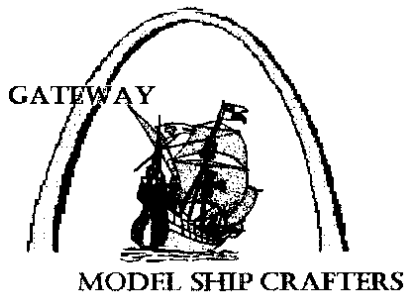
Dave R. St. Clair, 80, of House Springs died Feb. 6, 2019. Mr. St. Clair graduated from Washington University in 1984 with a bachelor’s degree in computer sciences. He taught electronics at South County Technical High School and worked at Union Electric, now Ameren, as a safety trainer for several years. When he retired he continued to work part time at Schaffer Hobby shop in Sunset Hills teaching and assisting customers with RC airplanes and boats. Throughout his life he was constantly building radio control cars, airplane, trains, boats and robots. He was a member and president of the Admirals Boat Club and member of the MENSA Society. He was a veteran of the U.S. Air Force and taught dance and art appreciation starting in 1955. His travels with the military took him to

Goose Bay, Labrador, where he met his wife, and the two later enjoyed traveling all over the United States, visiting national parks, their children and other friends. He enjoyed his family, dogs, ice cream and movies. Born Nov. 14, 1938, in Salt Lake City, Utah, he was the son of the late Melvin St. Clair and Elizabeth (McCormick) Gillespie.

He is survived by his wife of 55 years: Darlene (Kaseberg) St. Clair; four children: Desiree D. (Mike) St. Clair, Shane T. St. Clair, Angelique F. (John David) Wright and Troy C. (Lori) St. Clair; seven grandchildren: Grayson Wright, Luke Wright, Anna Wright, Charlee St. Clair, Caitlyn St. Clair, Nathan St. Clair and Madison St. Clair; two siblings: Doreen Aiken and Jimmy Gillespie; and many other relatives and friends.

He was preceded in death by three grandchildren: Alaina C Butler, Brendyn Butler and Alexa V Rae Butler; and a sister: Francis Rivera.

A memorial service will be held at a later date. Memorials may be made to Feed My People in High Ridge. Arrangements are under the direction of Chapel Hill Mortuary in Cedar Hill.



Meeting: 10 January 2019

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**

January Meeting Highlights:

The bulk of our January meeting was spent reviewing the progress of individual Shipcrafters' Ironclad Model elements and making plans for 2019 additional activity.

Dr. Mike presented his nicely made miniatures of the control link handles [Photo 1] for the two main steam engines which are used to select the cams and poppet valves for start-up, cruise, and reversal of the paddlewheel. These links will be visible on the model's port side with the paddlewheel stopped which will determine the link positions.

Tom brought his brass machinings [Photo 2] for the three 8-inch smooth bore cannon barrels which will now be used to fabricate their wood carriages and adapted to secure them to the gun deck before access is severely limited. These are the first of the 13 cannon barrels to reach this stage.

Bill has virtually completed the structural portions of the starboard casement and its intersection with the "Hurricane" deck [Photos 3 & 4]. The black strip in the photos represent the base of the Hammock Rails where crew hammocks were stored and used to create a bulwark which provided additional crew protection from small arms fire. Tim and Vince will now fabricate simulated rolled-up hammocks [Photo 5], evaluate rail configurations [Photo 6], and possibly model a few hammocks [Photo 7] for installation on the gun deck. They will also begin evaluation of furnishings for at least one junior officers' semi-permanent quarters [Photo 8 & 9] located under the aft port-side casement area.

Configuration plans and construction details have been selected for modeling the 3 cutters and one launch [Photos 10, 11, & 12], which are consistent with the "Ironclad Era", to supplement outline information found on the "USS Cairo" drawings. In preparation for casement armor plating, Tim & Vince have agreed to make a number of "Fabreeka" substrate and copper foiled samples using an assembly jig [Photo 13] for a "dry-fit" on the casements to verify their spacing.

"USS St. Louis" Project Status:

Bill has begun planking and trennaling (to simulate iron spikes) of the fore deck [Photo 14] with pearwood planks similar to that on the "Hurricane" deck. Four mooring bitts and an "Elm-Tree" bilge pump housing [Photo 15] protrude thru this deck as seen in the remnants of the "USS Cairo" reconstruction at Vicksburg. The aft deck is at a similar planking stage and includes four bitts and two bilge pumps (one for each side sponson), plus the future rudder/tiller control mechanism.

The basic wooden carriages for the three 8-inch smoothbore cannon barrels have been fabricated from their elements using assembly jigs [Photo 16, 17, & 18]. Successful "dry-fits" were performed in the bow and side casements [Photos 19, 20, 21, & 22] and an internal gun deck view [Photo 23] depicts it between the capstan and water barrels in the background.

All 13 main casement battery carriages are now available for assembling with their barrels, detailing, and eventual rigging [Photo 24].

A comparison between the cannon barrels and carriages for the 8-inch smooth bore and the 42-pdr rifle is shown in [Photo 25]. When the "USS Cairo" display carriages were reconstructed by the NPS at Vicksburg in 2004, it was discovered by the subcontractor that there were at least 3 different sizes (actually 4) recovered with the "Cairo" in 1963, rather than the two (Large & Small) depicted on 1981 NPS drawings that we were using for our model. Fortunately, the subcontractor documented these differences allowing us to fabricate an intermediate size carriage for our 8-inch smoothbore. However, since the barrel trunnion dimensions for the 8-inch and 42-pdr are identical, it allowed these carriages to be interchanged by the crews which they apparently did on the "Cairo". However, the more accurate 42-pdr rifled barrel fired shell ammunition rather than a cannonball

and normally used an elevating screwjack rather than a wedge quoin for aiming. Therefore, for our model of the "USS St. Louis" all of our 8-inch smoothbores will be mounted on intermediate size carriages with quoins and all of our 42-pdr rifles will be mounted on the large size carriage with elevating screwjacks. The 4th size carriage not depicted on the 1981 drawings is for the 30-pdr shell firing Parrott rifles which has smaller trunnions than the small carriage for 32-pdrs making its use impossible unless modified. We are modeling a screw elevating 18-pdr carriage for our 30-pdr Parrots which had identical trunnions and was the normal practice during the Civil War.

Note: For those interested in more detail on this project, we have been creating a scratch build log on the "NRG Model Ship World Forum" web site under the title "USS St. Louis" Ironclad. This forum can be browsed by anyone and accessed for full participation by simply registering a "user name" and "password" on line.

We still have a few other unassigned interesting model subassemblies for anyone interested. Please contact me if you are interested in this aspect of our ironclad project.

I hope to see you there,

Howie



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**This interesting article was published in the Waterways Journal
 and by permission from Pat at the Journal here is the article.
 John Ziemer enjoyed it and was kind enough to contact them and obtained permission from the Journal**

Kirby Corporation To Purchase Cenac Fleet
 January 31, 2019 By Waterways Journal

Kirby Corporation announced January 31 that it has signed an agreement to purchase the marine transportation fleet of Cenac Marine Services LLC.

The purchase price is approximately \$244 million in cash, subject to certain closing adjustments.

Kirby said the purchase would be financed through additional borrowings.

Cenac's fleet consists of sixty-three 30,000-barrel inland tank barges with approximately 1.9 million barrels of capacity, 34 inland towboats, and two offshore tugboats. Cenac moves petrochemicals, refined products, and black oil, including crude oil, residual fuels, feedstocks and lubricants on the Lower Mississippi River, its tributaries, and Gulf Intracoastal Waterway for major oil companies and refineries.

The closing of the acquisition is expected to occur late in the first quarter and is subject to customary closing conditions, including regulatory approvals under the Hart-Scott-Rodino Act, Kirby said.

When completed, this will be the fourth major acquisition by Kirby since the beginning of 2018. Last February 15, Kirby completed the acquisition of Higman Marine Inc., including 159 tank barges and 75 inland towboats for \$418 million. In May, Kirby acquired Targa Resources Corporation’s inland marine tank barge business—including 16 pressure barges with total capacity of 258,000 barrels—for \$69.3 million in cash. And in November, Kirby announced it had signed an agreement to acquire the 27-barge inland fleet of CGBM 100 for an undisclosed amount.

In total, the three 2018 acquisitions added 75 towboats and 202 tank barges with a total capacity of 5.3 million barrels. When the Cenac deal closes, Kirby will have added—in the space of about one year—a total of 109 towboats and 265 barges with total capacity of 7.2 million barrels.

“The acquisition of Cenac’s young fleet of well-maintained inland tank barges and modern boats is an ideal complement to Kirby’s operations,” said David Grzebinski, Kirby president and CEO, in the announcement. “Cenac has a strong history of operational excellence, and is well respected by the industry and its customers. Cenac’s inland fleet of 30,000-barrel tank barges, of which approximately 80 percent are clean and 20 percent are heated black oil vessels, has an average age of only four years. Similarly, Cenac’s fleet of modern inland towboats and offshore tugboats has an average age of only six years.

“The addition of these vessels to Kirby’s fleet will not only further reduce our average age profile, but will also further enable us to avoid significant capital outlays for new vessels in the future,” Grzebinski said.

Cenac said in an announcement it would retain its Main Iron Works shipyard. Main Iron Works recently delivered the first of three towboats it is building for Kirby.

“We welcome this opportunity for our vessels to integrate within Kirby Corporation’s fleet, while we independently foster growth for our company’s construction and maintenance operations,” said CEO Arlen “Benny” Cenac, who is the great-great-grandson of company founder Jock Cenac. “Our company has remained strong through the generations by adapting to new opportunities within the oil, gas and marine transport industries and this continues in that tradition.”

Under the agreement, Cenac’s marine employees will be offered jobs by Kirby. The vessels will continue serving their current routes, the Cenac announcement said.

Cenac Marine will remain headquartered on its Houma campus, which it will continue to own and operate. Kirby will occupy a small suite of offices on the Cenac campus.

“Through the Cenac facilities in Houma as well as those at Main Iron Works, which was acquired in 2015, we shall continue to build state of the art, best in class tugs,” the Cenac announcement said. “Cenac’s continued focus and emphasis on its shipyard operations accomplishes its strategic focus to increase growth potential that will not only benefit the Cenac companies, as well as its current and future employees.

“We are in a different time in this business that takes new and different ways to make it all work,” Benny Cenac said. “With all of us pulling the same way, we will continue our success.

“Every decision we make at our company is measured against the examples of entrepreneurship and courage of my great-great-grandfather,” he concluded. “We are confident that Jock Cenac would be proud and pleased with this decision, and the good position it places us in for the future.”



Main Iron Works owner Arlen “Benny” Cenac Jr. recently announced completion of the first of three 2,680 hp. towboats the shipyard is building for Kirby Inland Marine. The vessel, named the mv. Bailey, is a Sterling Marine design and measures 88 feet by 35 feet, with a molded depth of 12 feet 2 inches and a draft of 9 feet.

Article Making Barrels by Bob Filipowski, President Midwest Model Shipwrights (Mount Prospect, IL with his permission

Bob's purpose was to show us first: how prevalent barrels were to any shipping activity in the age of sail (they were the chief means of storing goods on board ship, both in the hold as well as on deck) and second: how we can go about making a variety of barrel size using simple materials and a lathe



While commercially made scale barrels are available in a variety of wood, plastic and metal materials, the most authentic and appealing are those we can make in wood from scratch.



The first step is to decide the size (scale) of the barrel needed and find suitable material from which to turn the barrel. Bob selected sections of broom handle, since the diameter matched the size and scale needed for his ship model.



This was then secured into his *Taig* lathe using its large chuck. It was noted that, while this type of chuck did present hazards (knuckle busting), it was the best to use for securing short sections of wood stock.

The barrel's maximum diameter is created by turning down the stock on the lathe. Note that more stock is turned down than will be needed for the barrel.



Again, the desired diameter of the second end is cut into the barrel as a guide to tapering the second end.



Here, one end is smoothed down flat using the lathe.



Now the top of the barrel is carefully undercut to form the barrel's lid.



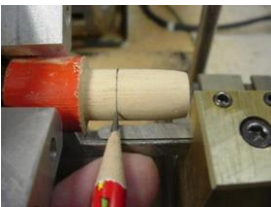
Now the end of the barrel is undercut to define the desired diameter at the end of the barrel.



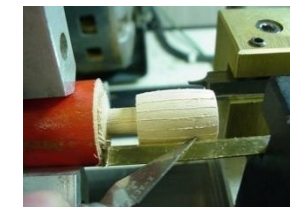
As above, the same is done for the second end using a special offset tool made from an old X-Acto blade.



A wood chisel is then used to taper the end of the barrel down to the undercut previously described. Then the barrel's total length is scribed with a pencil while the stock is turning.



Barrel staves are now cut into the sides using an X-Acto blade and a straight edge guide.



Stock is then turned away, creating a short connection peg. **Caution has to be used here to avoid injury from the spinning chuck.**



The staves are also continued into the barrel's top rim.



Lastly, the Lid's staves are cut into the stock.



A light wood stain is applied.



Barrel hoops are simulated using thin strips of chart tape or other plastic tape. A small drop of CA is then applied to each seam.



A coating of Testors Dullcote Lacquer is applied, which hides the CA and accentuates the details of the barrel.



Finally, the supporting peg is cut off the second end and ground smooth with a mini drum sander. If both ends of the barrel will be visible, details and finish are applied as shown above.



Here is the end result, showing Bob's barrels Stored in the hold of his Arrowsic model. To add realism, a mirror was installed in the back of the hull section to give the illusion of more barrels.



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