



The St. Louis Admirals R/C Model Boat Club

<http://stlouisadmirals.com>



BROADSIDE

16 January 2020

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



The Gateway Mid-America Toy Show is set for Sunday, 9 February 2020, from 8AM-2PM at the Sheraton Lakeside Chalet @ Westport Plaza, 191 Westport Plaza, St Louis, Mo. 63146, which is a static display. Please let me know if you can join us.

Please keep in mind our unique weather conditions – if the weather is hazardous, please do not take chances – stay safe.

Scheduled Events	
Wednesday, 8 January 2020	Monthly Meeting
Wednesday, 5 February 2020	Monthly Meeting
Wednesday, 4 March 2020	Monthly Meeting
Wednesday, 1 April 2020	Monthly Meeting

NOTES

Next Gathering: Wednesday 5 February 2020

Prior to our 5PM 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 is set for 5:00 PM at our **Handel's Restaurant**, 599 St. Denis, Florissant, MO 63033m 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 8 January 2020 Meeting Minutes

Call to Order / Pledge of Allegiance:

Commodore Jane opened the meeting at 7:00 PM at Old St. Ferdinand Shrine, the Old School House. There were 4 members present. The Pledge of Allegiance was led by John Ziemer.

Reports, Administration -- Segment

1. Commodore's Opening Comments:

- A. Thank you to everyone who was able to attend the Christmas gathering at the Olive Garden in Bridgeton, 4 December 2019. A good time was had by all who attended.
 - B. I received a wonderful complimentary email on 21 December 2019, from Mike Toole, the retiring editor of the SSMA Quarterly Journal stating "I cannot thank you enough for letting me publish your newsletter articles. As an aside, you are running the best operating club and newsletter that I have come across!" Also, I received a nice note from our Canadian friends thanking us for our interesting newsletter. It sure is nice to know that our newsletter is well received.
 - C. Michael Benefield had the wonderful cooperation about Museum Quality criteria for model ship building from: Mr. Dana Wegner, Curator of Ship Models, US Navy, Office of the Curator of Ship Models, Naval Surface; Maureen Smith, Intellectual Property Coordinator, Mystic Seaport Museum; the Smithsonian Institution Archives, Washington, DC; and Kurt Van Dahm, National Research Guild, Inc. Without the cooperation and assistance of these exceptional people, the model ship building museum criteria compilation would not have been possible. Also, Kurt Van Dahm has been affiliated with our club for many years and was a good friend of one of our founders, Tom O'Dell.
 - D. I just confirmed with Roy Baker, Gateway Mid-America Toy Show, Sheraton Lakeside Chalet @ Westport Plaza, 191 Westport Plaza, St Louis, Mo. 63146 that we are again invited to attend Sunday, 9 February 2020, 8AM – 2 PM.
 - E. I am in touch with Trish Keithley in obtaining more detailed information regarding the ScoutFest 2020 to be held in Forest Park, Saturday 3 October 2020 from 8AM – 5PM.
 - F. **BlueSky Apparel t-shirts:** Commodore Jane received a prototype of an embroidered patch for approval. 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 November 2019 meeting (as recorded by Lin Blaszkiewicz) which were published in the November 2019 Broadside Newsletter. John Ziemer made a motion to accept the minutes. Phil Frisch seconded the motion. Motion passed.
 3. **Treasurer's Report – Lin Blaszkiewicz:** In Lynn Blaszkiewicz absence, Commodore Jane read Lin's treasurer report for December 2019. Motion was made by John Ziemer to approve her report; seconded by Bob Keeler. Motion passed.
 4. **Vice Commodore -- Comments/Actions – Kent Morgan:** Kent was not present, he is just returning from Italy.

5. **Asst. Vice-Commodore Comments – John Ziemer** – None
6. **Secretary Comments – Bob Keeler** – Bob presented Commodore Jane with the Commodore’s Flag which he discovered in a box of old Admirals records.
7. **Membership – Lin Blaszkiewicz** – No report - absent
8. **Commodore -- Comments/Actions:**
 - A. **Amendment of By-Laws: Amendment of Constitution and By-Laws:** under revision (as previously voted on). We are making progress, as some of the officers have provided input to the revisions.

Boat Club Items and Notices of Interest -- Segment:

1. Spring Regatta: 16 and 17 May 2020 at Watson Trail Park in Sunset Hills.
2. Fall Regatta: 26 and 27 September 2020 at Watson Trail Park in Sunset Hills.
3. From Bob Goulding of the Innsbrook Armchair Sailing Society: They are on winter break. If you are interest in joining them, please contact Commodore Jane for information.
4. **Dues:** Commodore Jane requests all to please keep dues current. Dues are \$30 per year if you receive newsletter by email; \$40 if you receive newsletter by mail. *Please make check out to Lin Blaszkiewicz. Check made out to St. Louis Admirals Club will be returned.*
5. **SSMA Individual Membership Renewal Information:** Please let Bob Keeler know when you have renewed so he can keep track for club insurance purposes. If you haven’t joined yet, give it a try. The SSMA has a really interesting magazine, well worth the price of 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 by Bob Keeler. Lin Blaszkiewicz mailed a check to St. Ferdinand School House, which is our annual contribution.

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

Note: As our Admirals club CONSTITUTION reads:

SECTION 1

The objectives and purposes of the Club shall be:

1. To promote and foster interest in model R/C boating.
2. To stimulate through social and technical meetings an understanding of model R/C boat design, construction and operation.
3. To advance education and technical understanding of R/C model boating.

1. Articles Meeting Segment: Admiral’s Club Newsletter Voluntary Articles (as of 8 January 2020, 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.

Museum Quality criteria for model ship building – December 2019 newsletter article: Michael Benefield.

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 8 January 2020): 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 8 January 2020): 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.

D. Show and Tell Meeting Segment:

- A. Commodore Jane had a sample of our Logo patch to see if anyone was interested in buying one. The patches are \$10 each, whether large or the smaller version for caps. If interested, please contact Commodore Jane. So far, I have an order for 4 shirt patches and 2 hat patches.

Round Table Discussion – Meeting Segment: None


Next Meeting: Wednesday, 5 February 2020 at Old St. Ferdinand Shrine, the old School House.

The meeting was adjourned at 7:53 P.M.

Respectfully submitted, Bob Keeler

**Mark Twain
Hobby Center**
2793 West Clay Street
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636-946-2816

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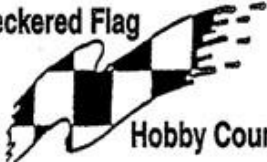
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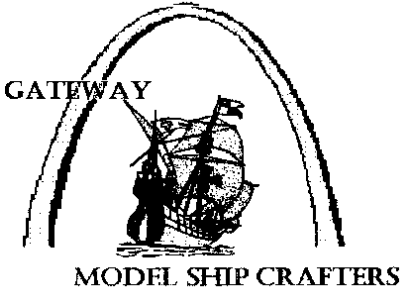
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Bill Kammermeyer, President
636 230-3921

Tim Jovick, Sec'y
314-761-5435



Meeting: 14 December 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

Meeting Summary for: November 14 & December 12, 2019

Meeting Highlights:

At the November meeting, Mark Trout, Director of the Missouri Civil War Museum, who had commissioned the USS St. Louis project, attended the meeting, along with his daughter Kristin, who is designing the display for the gunboat at the Museum. They were both very excited and impressed with the progress on the boat and discussed installing some interior lighting to highlight many of the details on the lower decks. They also discussed the dimensions and construction of the acrylic display case. It was good to see them, and hopefully they will join us on a regular basis.

At the December meeting, discussions were held concerning the interior lighting of the model and how the lights could be activated, perhaps by a button which would put the lights on for, say, five minutes. Bob brought several strings of lights. Consultation with Mark Trout regarding this process will be done. Also, a jig had been made for attaching a circular-saw Dremel blade to a heavy-duty attachment to the Dremel, fixed with wooden guides for stabilizing the tool while cutting only a slight groove in the linoleum (see pictures). Cannons with cap squares loosely fitted were displayed. Holes for the rear casement cables for the rudders were drilled. Holes for the front casement had already been drilled.

USS St. Louis Project Status:

(Note that photos and captions are by Bill Kammermeyer)





Blanks as they are cut from stock using a homemade tube saw.



Rough blocks, stopped with 20-gauge brass wire, having eyes soldered.



Hand spikes turned on lathe to have round, tapered handles with square lifting shank.



Simple jig made to center square struck in a rotating chuck.



Tapered handspikes in lifting bars at rear of carriage for training the cannon and on the sides as an aid in elevation. Only one function at a time.



Cutting triple blocks with tube cutter.



Tuna can block sander used with an electric drill.



Bolt with slice in it threads into a sanding disk mandrel. Sandpaper inside can and flapper in bolt creates abrasion to sand blocks.



Making the I 4 blocks using a small rod in the vice.



Top, straight wire, casual loop in wire, eye pulled tight on pin, eye flattened with pliers.



Block, eye jig, and penny for scale on small vise.



From block blank on far left to wire stropping and hooks. All wire joints are soldered. Hook eyes will be soldered after they are in block eyes.



Steps in making the collars, the shifts and the worms for removing powder bag residue in the cannons.



Detail of the worms for the different caliber of cannons.

Steps in making worms for 4 different calibers of cannon:

1. Enlarge center of 1/8" brass tube on lathe and cut to 1/4".
2. Using short drilled tube in chuck, size the end of the shaft for a snug fit with the moto-tool.
3. Drill though small center of tube while on shaft with a #60 drill bit.
4. Form worm around appropriate size drill bit, cut and sharpen point and adjust tang to center.

5. Solder collar and shaft together on short piece of sacrificial shaft and clean the joint.
6. Haft to full shaft and paint. Dry brush highlights later.



Steps in making the cap squares for mounting the cannon. 16-gauge wire was soldered to brass strips that had been bent in a jig.



Fitting the cap squares to the cannon carriage awaiting staple and pin that will hold it in place.



Method used to solder wire to bent brass strips for cap squares. Contact areas were cleaned, fluxed, thinned and soldered.



Gun chests built by Bill for each caliber of cannon painted by Vince. Bill will weather and highlight them later to match rammers, swabs and works on racks by caliber.



Sharpened back of hacksaw blade works as a guide in the previous slot cut for armor plate. Spacer put between metal straight edge and blade produces uniform width of plates.

Technique is still in a state of development, but it looks promising. Production of uniform plates of armor in a single sheet is within the realm of possibility.



Soft brass wire is replaced with hard brass rod in the mechanism that pulsates with the rotation of the cams on the wheel shaft to operate valves in the steam engines.



View of casement anchor chain pipes. Pipe on left is cut to 45 degrees to match face of casement. Pipe to right is actually for the inside of casement wall and flared to allow chain movement to capstan. These will be glued in place after armor is applied to front of casement and casement is permanently attached.



Anchor chain pipes and anchor chain feeding through front 24 scale inches of casement.



Detail of anchor chain pipe.



Interior view of anchor chain pipe, anchor chain feeding into deck chain pipes to chain locker below deck.



Detail of anchor chain feeding into interior deck chain pipes.



Port steam engine after being primed and base coated in flat black.



Port steam engine base coated black with green structure and red operating handles, painted by Vince.



Painted main steam engines look great. The green over black really brought out the detail. Red operator handles are a nice touch.



Doctor Engine hand-pump, primed then painted (by Vince) flat red, steel, black and intermediate blue.



FColor of the engines as well as the Doctor Engine and the hand pump will bring some life and interest to the engine room.

Meeting Summary for: 9 January 2020

USS St. Louis Project Status:

(Note that photos and captions are by Bill Kammermeyer)



A new and improved method for cutting armor plates in consistent width and depth using a flush cutting tool mounted in elevating jig.



Using a hacksaw blade with a knife edge in a first cut slot, the adjustable fence allows the next repetitive cut. The elevation screws keep it at just a few thousands of an inch deep. Fast and accurate!



Armor for front casement cut, fit, glued and clamped in place. Glue was allowed to dry overnight with clamps.





With gun ports and cutaway cut and filed to shape. The short side pieces were added and clamped with tape until the glue is dry. The chain pipe holes were cut to shape.



A close-up of the texture of the Formica armor that shows up much better when primed and painted flat black. This texture will have a very nice effect on the scored armor plates.



32 pound Cannon implement rack made by Tim that will attach to the interior casement walls.



Parrot Cannon implement rack by Tim.



45-degree setup on drill press to drill elliptical holes in armor plate that goes around the forward chain pipes.



This is how you drill an elliptical hole with a round bit so that the angles chain pipe fits in a snug fashion. These plates will be cut in a rectangle a bit larger than the chain pipe and fit into armor on the casement.

USS Grayback

(CBS NEWS) A U.S. Navy submarine missing for 75 years has been found off Okinawa, Japan.

Private explorers Tim Taylor and Christine Dennison found the Grayback in June and made the announcement Monday, on Veterans Day. The search ended when they spotted an anomaly on the ocean floor five months ago and high-definition cameras subsequently confirmed the vessel's identity when they captured a gold plaque with the words USS Grayback.



The USS Grayback was discovered in June, according to the Lost 52 Project, a group of undersea explorers whose mission is to find the wrecks of every American submarine lost in World War II.

The Grayback sailed out of Pearl Harbor on January 28, 1944, for its 10th combat patrol.

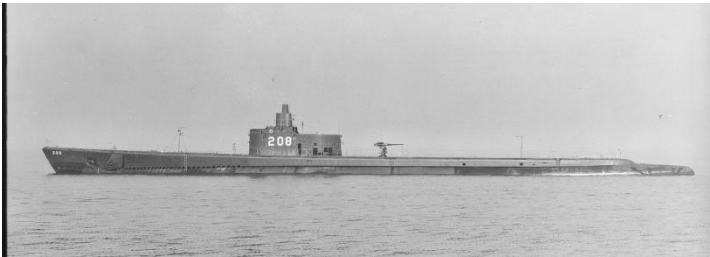
Two months later, it was listed as missing and presumed lost.

Last year, an amateur researcher in Japan detected a mistake in the latitude and longitude of the spot where the Grayback probably sank.

The records were off by a single digit — about 100 miles.

According to sources, three of the sailors who died on the USS *Grayback* submarine were from North Carolina. The USS *Grayback* was carrying 80 U.S. sailors when it sank in the waters south of Okinawa in February 1944. The ship is credited with sinking 14 enemy ships before it was torpedoed.

[https://en.wikipedia.org/wiki/USS_Grayback_\(SS-208\)](https://en.wikipedia.org/wiki/USS_Grayback_(SS-208))



USS *Grayback* (SS-208), a *Tambor*-class submarine, was the first ship of the United States Navy to be named for the lake herring.

Her keel was laid down by the Electric Boat Company in Groton, Connecticut. She was launched on 31 January 1941 sponsored by Mrs. Wilson Brown, wife of Rear Admiral Wilson Brown, Superintendent of the

United States Naval Academy, and commissioned on 30 June 1941 with Lieutenant Willard A. Saunders in command.

Attached to the Atlantic Fleet *Grayback* conducted her shakedown cruise in Long Island Sound out of Newport, New London, and New York City. In company with *Grampus* (SS-207) she departed New London, Connecticut, on 8 September for patrol duty in the Caribbean Sea and Chesapeake Bay; then arrived Portsmouth, New Hampshire, on 30 November for overhaul. With the United States's entry into the war, *Grayback* sailed for Pearl Harbor, arriving 8 February 1942.

First patrol

Grayback's first war patrol from 15 February to 10 April took her along the coast of Saipan and Guam. There she had a four-day encounter with an enemy submarine; the enemy submarine fired two torpedoes at *Grayback* on the morning of 22 February, then continued to trail her across the Pacific. *Grayback* spotted the enemy conning tower a couple of times, and the Japanese ship broached once; but the *Grayback* could not get into position to attack. After four days, *Grayback* shook the other sub and continued on patrol. On 17 March she sank her first ship, a 3291-ton cargo ship off Port Lloyd.

Grayback's second war patrol met with a dearth of targets although she even took the unusual and risky measure of patrolling surfaced during the day. On 22 June she arrived at Fremantle, Western Australia, which was to remain her home base for most of the war. On her third and fourth war patrols, in the South China Sea and St. George's Passage, *Grayback* was hampered by bright moonlight, shallow and treacherous water, and enemy patrol craft. Despite these hazards, she damaged several freighters and an enemy submarine, the presence of *Grayback* and her sister ships in these waters, and the threat they presented to shipping and the number of enemy escorts they tied up, were important factors in the successful conclusion of the Guadalcanal campaign, America's first offensive campaign in the Pacific war.

Grayback ranked 20th among all submarines in total tonnage sunk with 63,835 tons and 24th in number of ships sunk with 14. The submarine and crew had received two Navy Unit Commendations for their seventh, eighth, ninth, and tenth war patrols.

Grayback received eight battle stars for World War II service.



Looking forward to warmer weather – so we can float our boat!

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