



The Scuttlebutt

A Monthly Publication of the

Three Rivers Scale Model Boat Club

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An S.S.M.A. Chartered Club

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From the Bridge - Brad Lucas

The 2014 season ended in the same manner as it began - with high winds and rough seas. In April, we were pushed off the water by high winds at our Dupont site. In October, we were pushed around by high winds (and low temperatures) at the Indy Mini-Regatta. The weather for Indy Regatta was especially disappointing because the weekends before and after the October 4th event were very pleasant and accommodating for model boating. But for all of regular events between April and October, the weather was just about perfect. I would like to thank the Admirals for hosting the October Regatta. Setting up and tearing down requires a great deal of work and our members appreciate the effort they put into the event.

Before we spend a great deal of time in the next Scuttlebutt issue discussing the challenges for 2015, I want to use the opportunity available in this issue to review the 2014 season. Our efforts were dominated by the continued search for clean water. While the Dupont site is excellent, it is private property and can be denied to us at any time. We need to locate more public ponds to use on a regular basis. We have two promising leads but no firm commitments at this time.

In our search for better running conditions, we paid an impromptu visit to Friemann Square during the June run. It was quickly obvious to us that this relatively clean concrete pond located in downtown Fort Wayne was poorly suited to our needs. The pond is too small to allow a boat, any boat, to stretch out and run at speed. The small size and the fountains created very rough conditions that smashed our boats against the sidewalls several times during our visit. In spite of these drawbacks, Friemann Square could be a good location for a short demonstration event during the Three Rivers Festival. We would need to obtain the Park Departments cooperation in turning off the fountains for a short period of time.

The reason we moved to Friemann Square was that our regular Lakeside area was in very poor condition. Overgrown trees and downed branches along the shoreline prevented us from effectively using the site. These are not the type of defects that greatly concern the Parks Department and will probably go unresolved into 2015. If we wish to continue to use this site, we may need to clean up the site ourselves.

I would like to close this issue by thanking everyone who supported our effort this year with either your membership, participation, or both. All in all, it was a good year.

Brad

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Club Officers:

Captain - Brad Lucas

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Operations Officer - Terry Beeler

Quartermaster - Terry Beeler

Purser - Brad Lucas

Webmaster - Brad Lucas

Newsletter Editor - Bob Billingsley

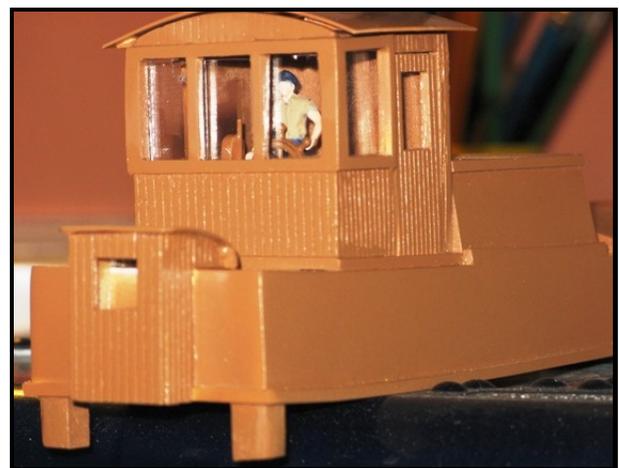
December Club Meeting

Saturday, December 6th -
time and place TBD.



From the Bridge - Photos (Brad Lucas)

Here are a few photos of Brad's new tug, the "Ella":



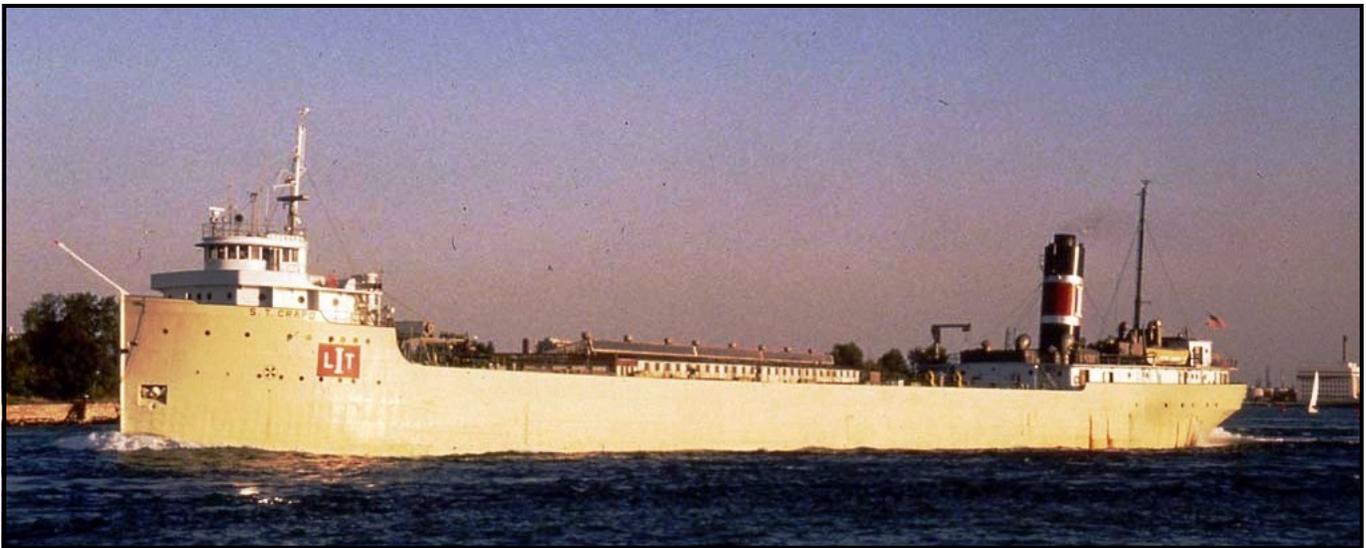
The S. T. Crapo

Bernie Kain built a new model of the S. T. Crapo Great Lakes cement carrier (yes, that's the name of a real ship and I'm not sure of the pronunciation). I did a bit of Internet research on the real ship, and here's what I found (info from www.boatnerd.com). The S. T. Crapo was named in honor of Mr. Stanford Tappan Crapo, co-founder of the Huron Portland Cement Co. It was only the second bulk cement carrier built from the keel up by the Great Lakes Engineering Works, River Rouge, Michigan. She was launched and christened on July 7, 1927, becoming the first carrier to be launched with her boilers lit. She sailed as the fleet's flagship from her launch date through 1965.

The S. T. Crapo was powered by a yard-built, triple expansion 3 cylinder 1,800 i.h.p. steam engine with 3 coal-fired Scotch boilers. Her boilers were converted from coal to oil during the 1994/95 winter lay-up at Bay Shipbuilding, Sturgeon Bay, WI. At the time of her conversion she was the last hand-fired coal burner on the Great Lakes. She has a length of 402' 6", a beam of 60' 3" and a depth of 29'.

For many years the S. T. Crapo was a perennial season opener for many Great Lakes ports, with cargoes of cement products from Alpena, MI. As an example, at the beginning of the 1970 season, the vessel left her lay-up berth at Ecorse, MI on March 15, opened Alpena, MI on March 17, opened Detroit on March 19, then Cleveland on March 26 and finally opening the straits of Mackinac on March 29.

Throughout her career, the S. T. Crapo has remained with the same fleet, even though there have been several parent company, fleet and vessel ownership changes. She was removed from active service in 1996 and docked at the Lafarge facilities at Green Bay, WI for use as a stationary cement storage barge. She remains at Green Bay, appearing as if she is ready to sail, though her propeller has been removed. Today she is owned by Chrysler Capitol Corp for continued use as a cement storage barge and transfer vessel.



The real S. T. Crapo underway.

The S. T. Crapo - (cont.)



Bernie's new model of the S. T. Crapo



Bernie's S. T. Crapo

I hope the Captain isn't claustrophobic!



A ship being towed through the Corinth Canal in Greece

Special Events:

December Meeting - There will be no November club meeting. The December club meeting will be held on Saturday, Dec 6th. Time and place are TBD right now, but notifications will be sent when finalized.



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