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★ OF NEW JERSEY ★

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Newsletter of the Ship Model Society of New Jersey

November 2015

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Our next club meeting is
December 22 at 6:45PM

ROSELAND PUBLIC
LIBRARY

NOVEMBER NOTES...

The December meeting will be in the library proper on the fourth Tuesday of the month, December 22nd. Note the change from our traditional gathering on the 3rd Tuesday. Space has already been reserved with library staff. Our end-of-year tech session will be a trip to our normal meeting room, where a Lionel train setup will be on display.

Thanks to all for paying dues. Thanks also to Tony and Sally Alworth for use of the Aardvark Quilt Shoppe.

NOVEMBER 24th MEETING

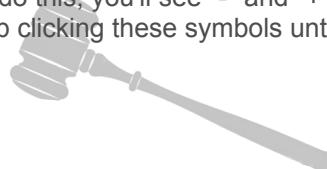
In attendance were 22 members and 1 guest: Frank Pruden. This was Frank's second meeting.

The November meeting focused on our annual "White Whale" Auction. Tom R., AKA "Mr. Auctioneer" reviewed the rules we would follow:

1. Bidding always goes up, never down. Bidding might start below the reserve (advertised) price.
2. If no one is interested in an item at its reserve price:
 - o It goes home with the one who brought it.
—OR—
 - o The seller has the option of taking it off reserve (i.e., selling at a lower price). If no one then offers a bid that is acceptable to the seller, the item goes home with him.

Tom was ably assisted in the auction by "Ringman" Dr. Steve Fletcher and "Clerk" Jim Lavelle. Items up for auction included everything from books to framed pictures to surgical instruments, models, saws, drill bits and much, much more.

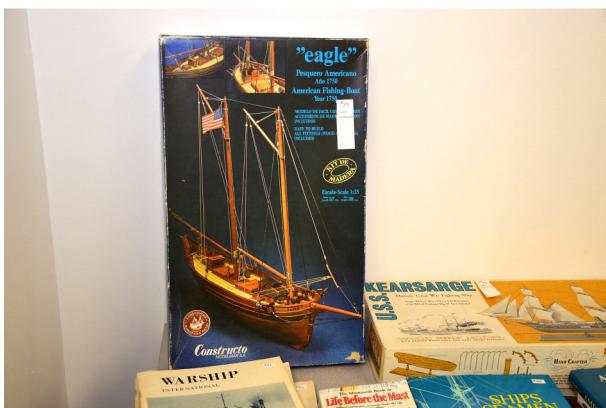
Payment for items purchased at the auction is due to our Treasurer Ken Schuetz by next meeting. For a complete set of photos from the auction, [click here](#). Note that you can enlarge these photos by clicking them (on the individual photo page, not the thumbnail page that first comes up). When you do this, you'll see "-" and "+" symbols at the bottom of the photo. Keep clicking these symbols until you get the enlargement you want.



Merry Christmas

happy
holidays

AUCTION PHOTOS



OLD BUSINESS



The show at the **National Lighthouse Museum**, held on November 21/22, was a resounding success. Nine club members attended, bringing a total of 21 models. The staff at the museum were so impressed that they invited us back for a repeat performance. Saturday started slowly with not a lot of activity, but traffic picked up on Sunday and the wine tasting was enjoyable and a nice touch. It gave attendees a chance to rub elbows with some local high rollers. Dr. Steve Fletcher was the winner of the event's first prize, an all-expense-paid schooner trip for two around Staten Island. Steve very generously turned around and passed this prize along to our fearless leader, Tom. R.

Among the attendees on Saturday was Jack Putnam, whom many of our old-timers know from the [South Street Seaport Museum](#) show we used to do in August. He came with the new Director of the museum, who would like to resurrect the model display in the summer and wants us to be part of it. No details yet, but Tom. R. and the director exchanged information and will continue to talk.

Speaking of South Street, here are some details concerning a trio of ships that are home ported there:

- [Peking](#) is about ready to sink and is on her way to Hamburg, Germany, for repair.
- [Wavertree](#), currently being repaired in Staten Island, is almost ready to come out of drydock and will soon be returning to South Street.
- The National Lighthouse Museum is planning on putting together a ship display on Staten Island and would like to include [Ambrose Lightship](#). The vessel is presently located at South Street. It remains to be seen how this will all play out; a partnership between the National Lighthouse Museum and South Street Seaport can only be a good thing.

For more photos of the show, [click here](#).



TOOL TIME



A good source for some specialized tools that can be used in ship modeling can be found from a luthiers (guitar maker) supply house. Here's a link to a company, [Stewart MacDonald](#), that is one such company. Their videos also have how-to tips that can be applied to ship modeling as well as guitar repair. Just use your creative minds to apply the info to building your ship models.

Thanks to Barry Rudd for this tip.

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STOP!! *Don't Throw This Away...*

Perhaps you have a few of these hanging around. You know the kind. The print has rubbed off, and while they still work fine, and you're not too far gone to figure out that Wednesday still follows Tuesday, they're messy looking to those of us who pride ourselves on craftsmanship. So, of course, you buy new ones at CVS or order them online. I do.

What to do with the old ones? If you're like Bob Fivehouse (remember Bob??) or me (working in 1/350th or 1/384th scale), the tiny compartments of a pill organizer make nifty storage bins for those microscopic parts that have a way of disappearing otherwise.

Sooooo, wash out the compartments and put your old, tired organizer to work doing something useful instead of relegating it to the dust bin.

P.S. Maybe I've been watching too many British shows on PBS, but "dust bin" sounds a bit nicer than "garbage pail".

One of the Oldest



"Ranger" has to be one of the most popular ship names in the history of the US Navy. In the 240 year tenure of the Navy, there have been 10 USS Rangers.

The first [Ranger](#) (initially called *Hampshire*) was a sloop-of-war in the Continental Navy in active service from 1777–1780. Built at the shipyard of master shipbuilder [John Langdon](#), the first *Ranger* was launched on May 10, 1777 at [Badger's Island](#), Kittery, Maine. Her first commander was a Scottish American sailor named [John Paul Jones](#).

At the age of 30, Jones was already a controversial figure. Known as a fearless and capable leader with multiple combat successes as a British officer, he had been implicated in the deaths of 2 sailors, one from flogging and the other in a sword fight. In the early 1770's, he came to America to settle the estate of his brother, William Paul. In the process, he developed a fondness for the New World and eventually volunteered his services to the newly formed Continental Navy. There he served as 1st Lieutenant aboard [USS Alfred](#), and later as captain of the sloop [Providence](#).



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One of the Newest



It was bound to happen. We now have stealth ships. One of them has already been launched—a new breed of destroyer, the [Zumwalt](#) class. At a cost of \$3 billion each, only 3 of them will be built. The ships are radical to say the least—in design, materials, electronics, powerplant, armament. So radical, the Navy has abandoned its traditional DDG numbering scheme and started them at hull number 1000.

These destroyers are designed to be multi-mission ships, with a focus on land attack. They're built for surface warfare, anti-aircraft warfare, and naval gunfire support. They take the place of battleships in filling the former congressional mandate for naval fire support, though the requirement was reduced to allow them to fill this role. The class has a low radar profile and an integrated power system that can send electricity to the electric drive motors or weapons, which may someday include a [railgun](#) or [free-electron lasers](#). The ship's computing infrastructure serves as the vessel's primary LAN and as the hardware-independent platform for all of the ship's software groups, automated fire-fighting systems and automated piping rupture isolation. The class is designed to require a smaller crew and be less expensive to operate than comparable warships. It will have a [wave-piercing tumblehome](#) hull form. This will reduce the radar cross-section, returning much less energy than a conventional flare hull form, mimicking a print similar to that of a fishing boat. In the words of one designer, the config-

Continued on Page 6



One of the Oldest

In 1776, Jones was slated for command of one of the new frigates ordered for the American Navy. Later that year, this honor came to a screeching halt during a feud over strategy with [Commodore Esek Hopkins](#), Commander-in-Chief of the Continental Navy. Jones lost this battle, and in 1777 was assigned command of *Ranger*, a clear demotion.

In April, 1778, *Ranger* had several small successes against British shipping in the seas around Ireland. Late that month, Jones sailed across the North Channel to Carrickfergus, Ireland, to induce the 14-gunned [HMS Drake](#) to come out and fight. *Drake* proceeded slowly against the wind and tide, and, after an hour's battle, the battered *Drake* struck her colors, with three Americans and five British killed in the combat. Having made temporary repairs, and with a prize crew aboard *Drake*, *Ranger* continued around the west coast of Ireland, capturing a stores ship and arriving at Brest with her prizes on 8 May.

Captain Jones was detached to command [Bonhomme Richard](#), leaving Lieutenant Simpson, his first officer, in command. *Ranger* departed Brest 21 August, reaching Portsmouth, New Hampshire on 15 October, in company with *Providence* and [Boston](#), plus three prizes taken in the Atlantic. The sloop departed Portsmouth on 24 February, 1779, joining with the Continental Navy ships [Queen of France](#) and [Warren](#) in preying on British shipping in the North Atlantic. Seven prizes were captured early in April, and brought safely into port for sale. On 18 June, *Ranger* was underway again with *Providence* and *Queen of France*, capturing two Jamaicamen in July and nine more vessels off the Grand Banks of Newfoundland. Of the 11 prizes, three were recaptured, but the remaining eight, with their cargoes, were worth over a million dollars when sold in Boston.

Underway on 23 November, *Ranger* was ordered to Commodore Whipple's squadron, arriving at Charleston on 23 December, to support the garrison there under siege by the British. On 24 January, 1780, *Ranger* and *Providence*, in a short cruise down the coast, captured three transports loaded with supplies near Tybee, Georgia. A British assault force was also discovered in the area. *Ranger* and *Providence* sailed back to Charleston with the news. Shortly afterwards, the British commenced the final push. Although the channel and harbor configuration made naval operations and support difficult, *Ranger* took a station in the Cooper River. She was captured when the city fell on May 11, 1780. *Ranger* was taken into the British Royal Navy and commissioned under the name *HMS Halifax*. She was decommissioned in 1781.



One of the Newest

uration presents a profile "50 times harder to spot on radar than an ordinary destroyer". This does not come without cost. The jury is still out about how the design will affect stability, especially in high speed turns.



The Zumwalts are not small: 600' in length and 81' abeam, displacing 14,500 tons. Compare this to the WWII [Fletchers](#): 377' long with 40' beams, displacing 2050 tons. Because of the high degree of automation, the Zumwalts will carry a crew of 140; the Fletchers typically carried 329 officers and men. The new DDG's are powered by 2 Rolls-Royce MT30 gas turbines (35.4 MW ea.) driving Curtiss-Wright electric generators, 2 Rolls-Royce RR4500 turbine generators (3.8 MW ea.) and 2 propellers driven by electric motors. Total shaft horsepower is 105,000, providing a speed in excess of 30 knots.

Armament is impressive. The Zumwalts will carry 2 155mm (6.1") [Advanced Gun System](#) main batteries firing [Long Range Land Attack projectiles](#) up to 83 nautical miles! In order to provide sufficient stability to fire these guns, the vessels will use ballast tanks to lower themselves into the water. For close in support, they will carry 2 [30mm Mk 46 Mod 2 Gun Weapon System](#) cannons to defend against swarming attacks by small fast-boats. Additional armament will consist of 20 [MK 57 Vertical Launch System](#) (VLS) modules, [RIM-162 Evolved Sea Sparrow Missiles](#) (ESSM), [Tactical Tomahawks](#), and a Vertical Launch Anti-Submarine Rocket (ASROC) system. The ships will carry 2 full size [SH-60 helicopters](#).

The navy expects that *USS Zumwalt* will reach initial operating capability (IOC) in 2016. The second ship, *USS Michael Monsoor (DDG-1001)*, should reach IOC in 2018, and the third ship, the *USS Lyndon B Johnson (DDG-1002)*, is expected to reach IOC in 2021.

The Ship Model Society of New Jersey

The Broadaxe is published monthly by The Ship Model Society of New Jersey (SMSNJ), a nonprofit organization dedicated to teaching and promoting ship modeling and maritime history. Membership dues are \$25.00 for the first year and \$20.00 per year thereafter.

Visit our Web Site at:
<http://www.shipmodelsocietyofnewjersey.org> where a web version of *The Broadaxe* can be found. *The Broadaxe* is distributed by both US mail and email in PDF format.

Regular meetings are held on the fourth Tuesday of every month at 6:45 PM, at the Roseland Free Public Library, 20 Roseland Avenue, Roseland, New Jersey. Guests are always welcome.

Contributions to *The Broadaxe* are always welcome, and SMSNJ members are encouraged to participate. Articles, shop hints and news items may be submitted directly to the Editor as typed manuscript or electronic files, either on discs or by email. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

The Broadaxe is written and edited by Steve Maggipinto.

Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto.

If any member would like an email copy of the roster, please drop a note to Steve Maggipinto at the email address listed below. If there is an error in the roster let Steve know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Steve because if it is, you won't get *The Broadaxe* and member bulletins. You can eliminate the filtering by adding Steve's email addresses to your contact list. Please keep the secretary informed of any changes so that the roster can be kept current. If you would like a printed copy of the roster, please send a SASE to Steve Maggipinto at the address below and one will be mailed to you. Rosters are also available at the monthly meetings.

Please keep your contact information up to date. Your email address is particularly important because that is the main avenue of communication for club announcements. In case of emergencies such as last-minute cancellations due to weather, emails will be sent to the members.

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