



Volume 37, Number 8

Newsletter of the Ship Model Society of New Jersey

August 2019

In This Issue

- [New Business](#)
- [Tech Session](#)
- [Atomic Energy Goes to Sea](#)
- [Show and Tell](#)
- [Books and Pubs](#)
- [Philadelphia ModelCon](#)
- [Club Information](#)

Our next club meeting is
August 27th at 6:45PM

ROSELAND PUBLIC
LIBRARY

JULY NOTES...

Meeting. The July meeting was opened at 1845 by our new President, Bill Brown. There were 15 members present and one guest, Joshua Fichmann, a member of the Philadelphia Ship Model Society. Welcome Joshua! The meeting was adjourned at 2010 whereupon several members went to the Cloverleaf Inn. [Meeting photos.](#)

Treasurer's report. Tom Ruggiero presented the report and stated that we have a good balance in the Club account. Dues are now past due. Though we are pleased to report that most members have paid, we ask that those who have not renew their membership as soon as possible. Please send Tom a check payable to Ship Model Society of New Jersey for \$20. Tom's address is:

54 Peach Orchard Drive
East Brunswick, NJ 08816

If you became a member after July 2018, you do not need to pay dues this year. **We want to keep all of our members.**

OLD BUSINESS



Projector. The Library has generously given us permission to use their projector for our video presentations, so it will not be necessary for SMSNJ to buy its own at this time.

SMSNJ Apparel. Bill Brown has purchased a "one size fits all" club logo hat in Navy Blue. He brought it to the meeting where it was well received. As a matter of fact, Bill Houston now owns it. We will be ordering new hats for those who want them. If you want a hat, please send an email to Bill Brown and Tom Ruggiero, or let us know at the August meeting. The hats should be available by the September meeting.



Club Trips. It has been awhile since our last club trip when we went to the Naval Academy. We have discussed other trips, including one to the museum at the Washington, DC Navy Yard. The museum is inside a secured area now and is only open on weekdays. All visitors are required to obtain a pass at the main gate. Tom also reports that when he was last there, the riverfront was completely fenced off, the USS *Barry* was no longer there, and the lighting in the Gun Factory (where the museum is located) is quite low.

Another suggestion was to go to SUNY Maritime at Fort Schuyler to see the museum there. More to come.

NEW BUSINESS



Philadelphia ModelCon. Joshua Fichman, a member of the Philadelphia Ship Model Society (PSMS), is known to many of us. He visited the July meeting to announce the first ever Philadelphia ModelCon. The

PSMS has partnered with the Independence Seaport Museum (ISM) in Philadelphia to host its first ever ModelCon in order to bring the hobby closer to the public. PSMS is calling upon local clubs in order to encourage participation in the event, as they are hoping for strong public foot traffic. ModelCon will take place in the newly renovated rotunda area on the ground floor of the ISM. The event is scheduled September 28th, 2019. Your Secretary plans to attend and urges other SMSNJ members to support this event. See below for the event flyer.

Historic Speedwell Show. Historic Speedwell is a seven-acre National Historic Landmark within Morristown. Some of its buildings were created on site while others were moved there. You might recall that a long time ago we hosted an exhibit for a month at East Jersey Olde Towne in Piscataway. Speedwell is similar to Olde Town, but much larger. Speedwell is the location where the engine and boiler for the first trans-Atlantic Steamship *Savannah* were built. Several years ago, Roy G. went to Historic Speedwell and asked about the possibility of having a model display there. About a month ago, they contacted us. Bill Brown and Tom Ruggiero visited the site and spoke with the staff and the Director. They asked us to put on a demonstration and exhibit, similar to what we recently did at the Roseland Library, but this one for a two-day weekend. We are working on a date, most likely a weekend in April or May 2020.

TECH SESSION

Making Scrapers to Fabricate Scale Moldings

The Tech Session at the July meeting was a video presented by Tom Laurie. Tom, a Bronx native, is an accomplished ship modeler and a past President of the USS Constitution Model Shipwright Guild in Boston.

Although methods for making scrapers have been described many times in different venues, this particular video provides the best description of the way to make and use them that Tom R. has seen. The video is a step by step guide that explains the scraper fabrication process and how to use scrapers to make beautiful scale moldings. We thank Tom Laurie for allowing us to use his presentation.



Atomic Energy Goes to Sea

Built in the late 1950s, NS *Savannah* was the first nuclear-powered merchant ship. Funded by federal government agencies, *Savannah* was a demonstration project for the potential use of nuclear energy. She went into service in 1962 and was deactivated in 1971. *Savannah* was one of only four nuclear-powered cargo ships ever built.

In 1955, President Eisenhower proposed building a nuclear-powered merchant ship as a showcase for his "Atoms for Peace" initiative, a vessel that would serve as an ambassador for the peaceful use of atomic power. The next year, Congress authorized *Savannah* as a joint project of the Atomic Energy Commission, the Maritime Administration and the Department of Commerce. George G. Sharp, Inc., a prominent naval architecture firm, was responsible for the entire ship's design with the exception of the nuclear reactor. Eisenhower's wife Mamie christened the vessel on July 21, 1959.

Savannah was the sixth large ship to have fin stabilizers, intended to enhance the safety of the reactor and improve passenger comfort. Since the reactor occupied the center of the ship and required clear overhead crane access during refueling, the superstructure was set far back on the hull. The raked, teardrop-shaped superstructure was specifically designed for a futuristic appearance and the interiors were created to present a sleek and modern "Atomic Age" styling. Measuring 596.5 feet in length with a beam of 78 feet, *Savannah's* draft is 29.5 feet and her loaded displacement is 21,800 tons.

Savannah has 4 levels, 3 of which are full decks. In keeping with its role as a showcase, the ship was designed with luxurious passenger accommodations in addition to its



cargo holds. The interior of "A" Deck contains the main lobby and purser's office, the infirmary, barber, beautician and steward's facilities, as well as the health physics laboratory intended to monitor the effects of the nuclear reactor. All thirty passenger cabins are located on "A" Deck, each with a private bath and accommodations for one to three passengers. "B" Deck contains the ship's kitchen and the dining room. The dining room features a curved wall sculpture entitled "Fission." At the opposite end of the dining room a metal model of the SS *Savannah* is set in a glass panel. The overhead light fixtures are screened with brass bands representing stylized atoms. The kitchen features an early water-cooled Raytheon Radarange microwave oven. "B" Deck also includes crew quarters and the crew mess and lounge. "C" Deck comprises more crew quarters, the laundry and a butcher's shop. A glassed-in central gallery provides a view of the main engine room and a pressure door provides access to the upper levels of the reactor compartment.

"D" Deck houses the machinery spaces, cargo holds and the nuclear reactor. The power plant was designed to civilian standards using low-enriched uranium, with less emphasis on shock resistance and compactness of design than that seen in comparable military propulsion reactors, but with considerable emphasis on safety and reliability. The reactor was de-fueled in 1975, but it remains in place. The propulsion plant's designed capacity was 20,000 horsepower for a design speed of 20 knots. Actual performance yielded about 22,000 hp and a maximum speed of 24 knots.

Savannah was a demonstration of the technical feasibility of nuclear propulsion for merchant ships and was not expected to be commercially competitive. She was designed to be visually impressive, looking more like a luxury yacht than a bulk cargo vessel, and was equipped with air-conditioned staterooms, a dining facility for 100 passengers, a lounge that could double as a movie theater, a veranda, a swimming pool and a library. Even her cargo



Savannah's Dining Room. Photo by [Acroterion](#)

handling equipment was designed to look good. By many measures, the ship was a success. She performed well at sea, her safety record was impressive, and her gleaming white paint was never smudged by exhaust smoke except when running the diesel generator.

Following *Savannah's* christening in 1959, it took another 2½ years to complete the reactor installation and initial trials before the ship was moved to Yorktown, Virginia (under temporary oil-fired power), where the reactor was started and tested. Full reactor power was achieved in April



Savannah's Control Room. Photo by [Acroterion](#)

1962. On her maiden voyage beginning August 20, 1962, *Savannah* sailed to Savannah, GA, her home port. From there she passed through the Panama Canal and visited Hawaii and ports on the west coast of the United States, becoming a popular exhibit for three weeks at the Century

21 Exposition in Seattle. In 1964, *Savannah* started a tour of the US Gulf and east coast ports. During the summer she crossed the Atlantic for the first time, visiting Bremerhaven, Hamburg, Rotterdam, Dublin and Southampton. 150,000 people toured the ship during this tour.

Savannah served as a passenger-cargo liner until 1965, when passenger service was discontinued. By this time a total of 848 passengers had been carried along with 4,800 tons of cargo. The ship was converted to all-cargo use, with the removal of 1,800 tons of ballast. Passenger spaces were closed. *Savannah* operated for three years in exclusive cargo service and traveled 350,000 miles before returning to Galveston for refueling. Four of the 32 fuel assemblies were replaced and the remaining units rearranged to even out fuel usage. She resumed service until the end of 1971, when she was deactivated. Since then, she has been docked at multiple locations including Savannah, GA, Galveston, TX, Mount Pleasant, SC, Baltimore, MD and the James River Merchant Marine Reserve Fleet near Newport News, VA. On May 8, 2008, *Savannah* arrived at her current resting place, Baltimore, under tow. *Savannah* remains in Baltimore under a US Maritime Administration contract with the Vane Brothers' Co. at the city's Canton Marine Terminal.

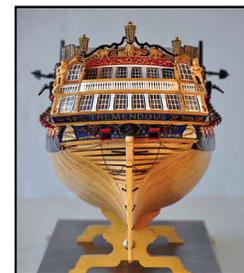
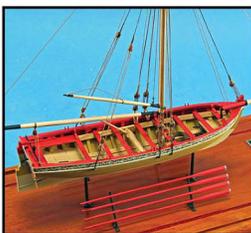
Designated a National Historic Landmark in 1991, *Savannah* traveled 450,000 miles during her active career, appearing in 45 foreign and 32 domestic ports and visited by 1.4 million people. *Savannah's* presence in foreign ports went a long way in easing access for later nuclear-powered naval ships in these locations.

THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

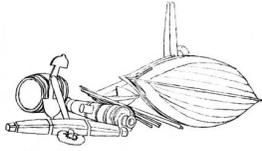
Annual membership includes our world-renowned quarterly magazine, *Nautical Research Journal*, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: www.thenrg.org or call 585 968 8111

SHOW AND TELL



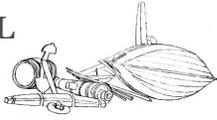
RC Sailer

— Carmine Bianco

Carmine brought an in-progress model from a kit he started before he moved to Staten Island in 1972. He rescued it from the attic and decided to resume the build. Although it was designed to be radio controlled, Carmine has not decided whether he will build it static or RC. He is considering laminating wood over the fiberglass hull. The keel weighs five pounds. Carmine asked about what he might use to affix the wood to the fiberglass. Roy suggested that he visit thistothat.com, a website that outlines what adhesive works best in joining 2 different materials.



SHOW AND TELL



HMS *Liverpool* (1777)

— Tom Ruggiero

Tom brought in his *Liverpool* that we have all seen a few times. The frigate was built in 1757 and was one of a large class of British 6th rates. *Liverpool* had two “major repairs” before joining Admiral Howe’s fleet in North America. She sank in a storm in Jamaica Bay in 1778. Tom is building her as she may have looked in 1777.

At this point the rigging is proceeding. Tom rigs both standing and running rigging at the same time, generally from aft to bow. He does this to make it easier to do rigging at the base of the masts so that shrouds and stays are not in the way. Since the lower courses are furled, the sail handling lines for them will be hanging. To get that effect, Tom coats the lines with dilute white glue before installing them. He then weights them with doll house clothes pins and re-wets the line. After about a half hour, you’re left with a convincing drape to the line. If it doesn’t look quite right, you can simply re-wet the line in specific spots to get the look you want.



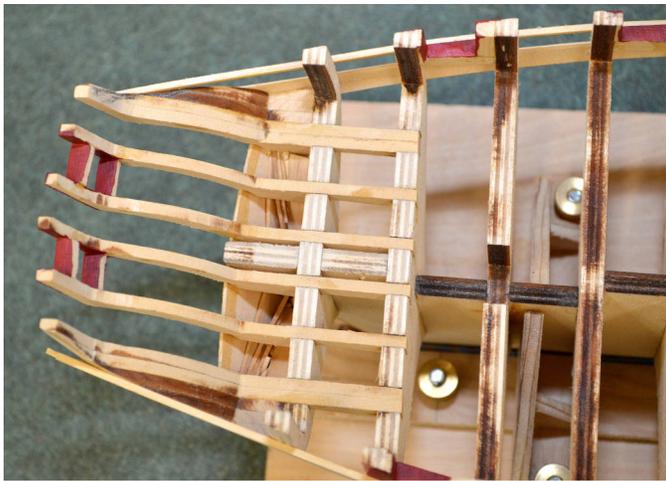
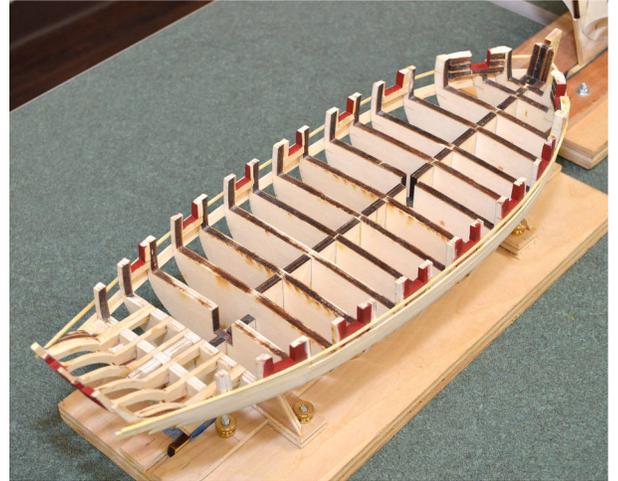
SHOW AND TELL



HMS *Cheerful* (1806)

— Bill Brown

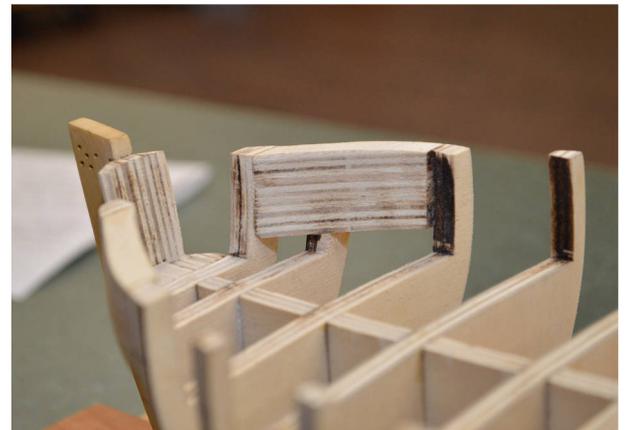
Bill is making very good progress on the *Cheerful*. He is using Alaskan Yellow Cedar and has finished fairing the bulkheads and put on the first layer of wales before proceeding to planking. Bill has worked on his model at Chuck's house and has made good use of Chuck's advice. The model is progressing well, Bill.



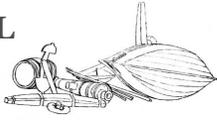
HMS *Cheerful* (1806)

— Kurt Johnson

Kurt brought his newest project, the 1:48 scale *Cheerful*, also using Alaskan Yellow Cedar. He is fairing up the bulkheads and will be starting to plank soon. Looking good, Kurt.



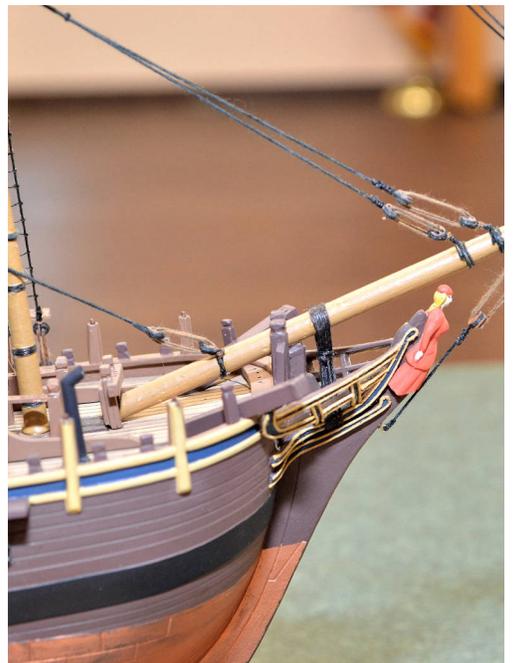
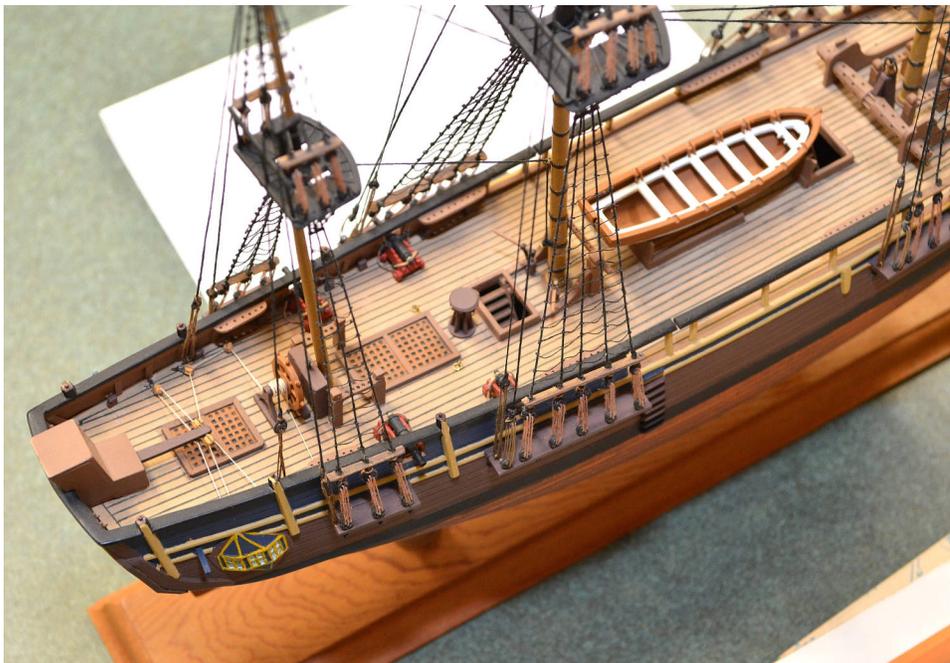
SHOW AND TELL



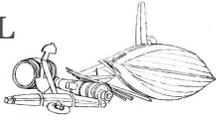
HMS *Bounty*

— Len Schwalm

Len is a very prolific model builder. At the July meeting he arrived with a plastic model of the HMS *Bounty*, an Airfix kit. Like many such kits, it is between scales (i.e. it isn't in a traditional scale). These are called "box scale" as the model dimensions are determined based on the largest part that will fit in a specific size box. The model is 19" long and looks reasonably close to 1:96 scale. Len bought this kit 25 years ago, and started it 10 years ago. He stated that he doesn't like to rush anything! Len has modified several aspects of the kit that simply were incorrect. The masts and spars are wood. He enhanced the depth of the headrails using rope bits placed over the primed plastic, and has added several scratch built pieces. The finish makes the hull look very realistic. Looking forward to seeing her when she is complete.



SHOW AND TELL



Medway Long Boat

— Rich Verost

Rich's long boat continues to show good progress and craftsmanship. Rich made his molding scrapers from razor blades instead of using an X-acto blade. As several others have suggested, he is adding nails to the finished hull, and said that he should have done this while planking so that the nails would have less chance of missing the frames.



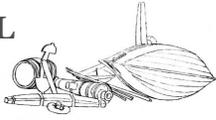
Medway Long Boat

— Steve Fletcher

Steve is making good progress on the interior of his model. He scratch built the windlass which looks very good. He says that he was surprised that it really wasn't that hard. Next step is moving on to the molding.



SHOW AND TELL



American Brig

— Nick Starace

Nick brought a model that his grandfather had built, a work he believes is eighty five to one hundred years old. His challenge is to restore it and make it look as it was in service. Nick estimates the scale of the model is 1:70. He determined this from its size (about 21 inches) and its type (a two-masted square rigger) using as a reference a brig or galleon of 125 feet. Not a common scale, but only slightly smaller than 3/16" to the foot. Nick's grandfather, a ship caulker by trade, sailed on these types of ships. Nick plans to restore the model and encase it. He is going to name it *Procida* after the Italian island where his grandfather came from. Nick's grandfather made many models, and Nick's aunt told him he used to watch his grandfather building these. A good story and a fun undertaking.

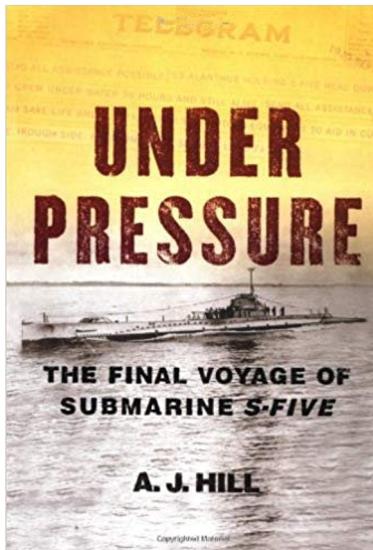


BOOKS AND PUBS



UNDER PRESSURE — THE FINAL VOYAGE OF SUBMARINE S-Five

— A. J. Hill



"The sea is notoriously unforgiving, but it reserves its harshest penalties for those who venture beneath its surface," writes U.S. Navy veteran A.J. Hill in *Under Pressure*. The captain and crew of the *S-Five* submarine learned this fact the hard way in 1920, when they tested their new boat's ability to crash dive—and sank straight to the bottom. A faulty induction valve had flooded, leaving 40 men stranded at a depth of 180 feet, about 50 miles off the coast of Cape May. Everything seemed to go wrong: the drive motors failed, the main lighting circuits went dead, and their oxygen began to run thin. Nobody knew their location and they had no means of calling for help. All they had was their own ingenuity and a remarkable leader, Lieutenant Commander Savvy Cooke. *Under Pressure* is the story of how the crew managed—just barely—to escape an underwater tomb.

— [Amazon](#) Review



Philadelphia ModelCon

September 28th, 2019

Sponsored by the Philadelphia Ship Model Society

PSMS partnered with the Independence Seaport Museum is hosting its first ever ModelCon in order to bring the hobby close to the public.

We are calling modelers to participate in this event as we are hoping for strong public foot traffic for this event! The mission is to bring people closer to the hobby so works in progress are welcomed to display and discuss with patronage. This will take place in the newly renovated rotunda area on the ground floor of the ISM which has glass walls facing out to the river and boardwalk. If successful, this could become an annual event for us!

Other benefits:

- Tours of Coast Guard Cutter – EAGLE
 - An ex-Nazi ship taken into Coast Guard Service after WWII which will be docked on location for tours during the event weekend.



Location:
Independence Seaport Museum
211 S Christopher Columbus Blvd
Philadelphia, PA 19106

RSVP by September 21, 2019
Modelship@yahoo.com
Joshua Fichmann – 609-760-4727

Parking is right next to the Museum

Hilton Hotel Attached to the Museum

- \$10 Reimbursement to Onsite Parking next to the museum for people showing models who RSVP prior to the event.
- Contests for the best model with 1st, 2nd, and 3rd Place Prizes
- Fellowship with other modelers and the public
- Easy walking access to Old City Philadelphia
- Brown bag lunch event

Participants should plan on setting up by around 9am for a 10am public opening and plan on staying until around 3pm. Carts will be available to assist with transit into the museum from the parking lot. Any questions, please feel free to reach out to modelship@yahoo.com or you can call Joshua at 609-760-4727.

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 each month by 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 edited by Steve Maggipinto. Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto at stevemagg@optonline.net.

If any member would like an email copy of the roster, please drop a note to Tom Ruggiero at the email address listed below. If there is an error in the roster let Tom know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Tom because if it is, you won't get member bulletins. You can eliminate the filtering by adding Tom's email address 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 Tom Ruggiero 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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