



The Broadaxe



★ OF NEW JERSEY ★

Founded 1981

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Newsletter of the Ship Model Society of New Jersey

February 2019

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Our next club meeting is
February 26th at 6:45PM

ROSELAND PUBLIC
LIBRARY

JANUARY NOTES...

Meeting. The January 22 meeting was opened at 1850 by President Chuck. Present were 20 members and no guests. There was no Tech Session scheduled to allow time for our annual auction of tools, kits, books and Doc Steve's castoff surgical instruments. Tom did the auctioneering and Larry recorded the sales. Most of what was brought in sold. Thanks to Larry for doing the bookkeeping for the Auction. Tom will be sending out emails to settle with buyers and sellers. We ask that if you do owe for a purchase that you bring your check to the next meeting (February 26th). Tom will have checks for the sellers at that time.

The meeting was adjourned at 2010 whereupon several members went to the Caldwell Diner. [Meeting photos.](#)

Treasurer's Report. Tom Ruggiero presented the report. We are still maintaining a good balance in the Club account.

Next Month's Meeting. Our next meeting will be Tuesday, February 26th.

Saturday Workshop. The next workshop will be at 10:00 on February 16 at Chuck's place. Please let him know if you will be attending.

Tech Session for Next Meeting. Next month's Tech Session is still to be determined.

OLD BUSINESS



Roseland Library Show and Exhibit. We will be conducting a show and ship modeling demonstration at the Roseland Library on Saturday, April 13th. Tom Ruggiero and Ken Schuetz have set this up with the Library Director. The Library will be publicizing the event. Next meeting, Tom will be asking members for a commitment to bring models for exhibition and to work on current projects during the event. More to follow.

Northeast Joint Clubs Conference. Tom Ruggiero has emailed the conference announcement and registration form, and President Chuck asked at the January 22 meeting that we have a good representation from SMSNJ. He also requested that if anyone is planning to go, please let him know. Note that there is an excellent after lunch speaker already arranged. We will need to have someone from SMSNJ do a round table presentation: **Please, step up and volunteer.** Also, please get your registrations in as soon as possible.

Meeting at Tom's Shop. On January 5th we had a meeting at Tom's house; the event was held in place of the December meeting. The response from those who attended was a major thumbs up!!



Chuck thanked Tom and his wife Clara for hosting the meeting.

NEW BUSINESS



History of SMSNJ. Bill Brown was coaxed by his wife Donna to clean up his closet. In so doing, he found the handouts and proceedings from the Nautical Research Conference that SMSNJ hosted in 1988. In those booklets was a compilation of the founding of SMSNJ. Tom will transcribe the history so that we can put it on our website. Roy has several VHS tapes produced by Bob Fivehouse that included a walk around discussion of all of the models that were on display. Larry volunteered to see what it would take to transcribe these recordings into a digital format.

Auctions. Chuck has noticed that over time the number of items that arrive at our annual auction has steadily decreased. Part of the reason could be that our practice has been to have periodic auctions throughout the year when specific items, tools, and books become available. Recognizing this, going forward we will continue these periodic auctions at regular meetings. To allow us to manage the process, we ask that you let one of the officers know a week beforehand if you have things that you want to auction at a meeting so we can effectively plan meeting time and activities. Thank you in advance.

Pennsville Farm Show. As we have done for several years, SMSNJ will be doing an exhibit at the Pennsville Farm Show along with the Philadelphia Club on Saturday, June 1st. Tom Ruggiero has been contacted by the event coordinators and has agreed to be there. So far, Bill Brown will be joining him. This is a fun day with typically great weather right next to the Delaware River. We encourage others to attend.

UPCOMING EVENTS

FEBRUARY

- 16 - **Workshop** – At Chuck Passaro's Shop
- 26 - **Monthly Meeting**
6:45PM, Roseland Public Library

MARCH

- TBD - **Workshop**
- 26 - **Monthly Meeting**
6:45PM, Roseland Public Library

APRIL

- TBD - **Workshop**
- 13 - **Show at the Roseland Library**
- 23 - **Monthly Meeting**
6:45PM, Roseland Public Library
- 27 - **Northeast Joint Clubs Conference**
New London, CT

Email from Al Geigel's Daughter

Last issue we reported on an email that Nick Starace had received from Mary Simpson, Al and Grace Geigel's daughter. Here is the email Mary had sent to Nick:

Hi, Nick,

Thank you for the warm wishes! Mom and I went to visit Dad's grave on Christmas Eve, and our entire family is gathering for one last big celebration before we put the house on the market in January. Mom is adjusting happily to her new home and is so proud that her room is being described by all at the Chelsea as "the model we should be showing prospective clients". My siblings and I visit her at least once or twice a week and she has made

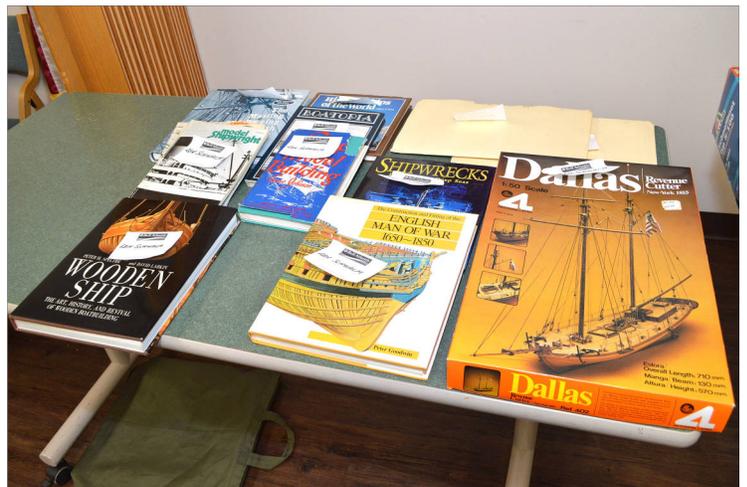
new friends so she's never alone. Yes, the old phone number is disconnected but this email is still active and will remain so.

It's so nice to hear from you and I'll be sure to share the message with Mom when I visit her tomorrow. I know she'll be happy to learn that all is well with you.

Sending wishes from all of us for a blessed and healthy 2019. All the best in your new home! Thanks again for the email!

Fondly,
Mary Simpson 🍷

AUCTION 2019



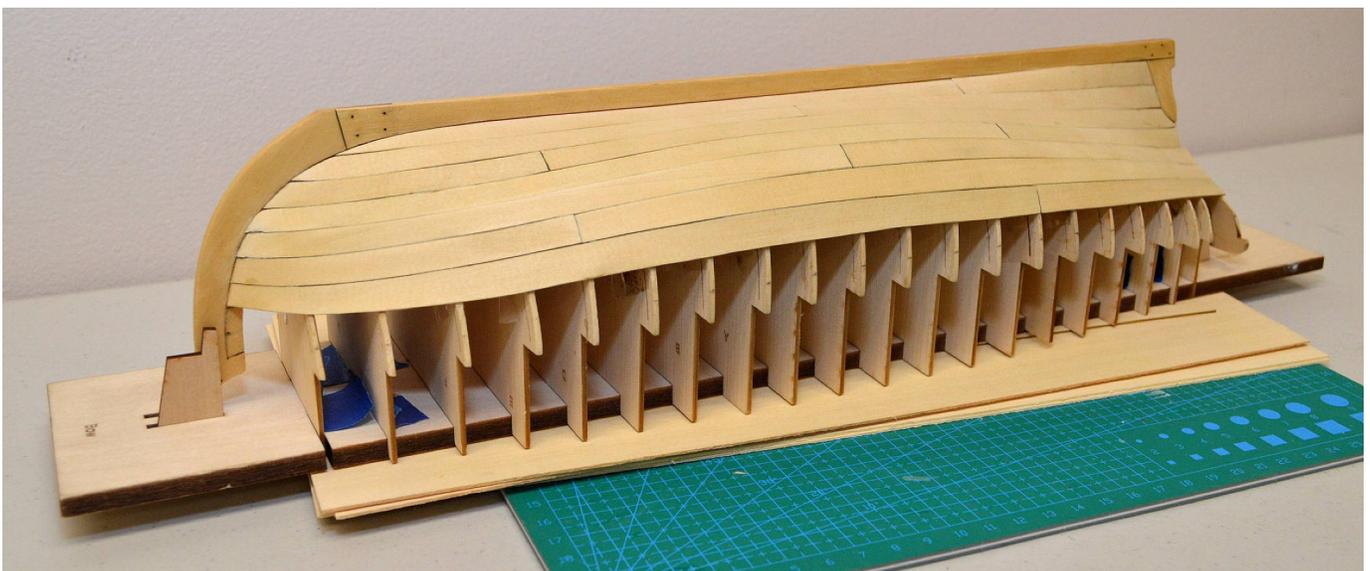
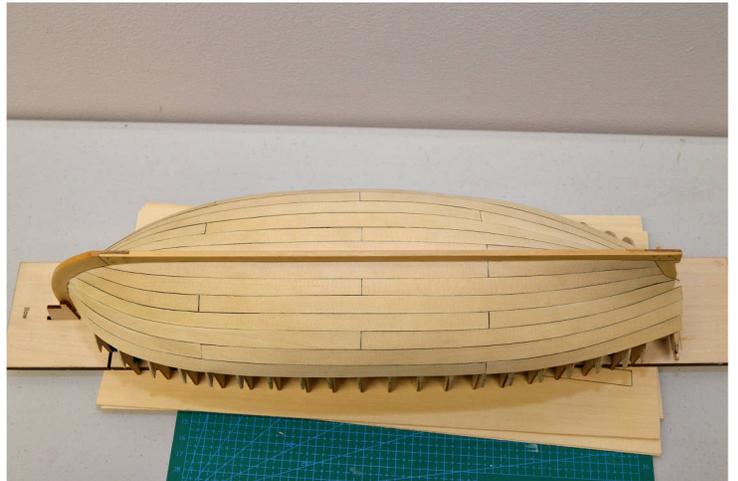
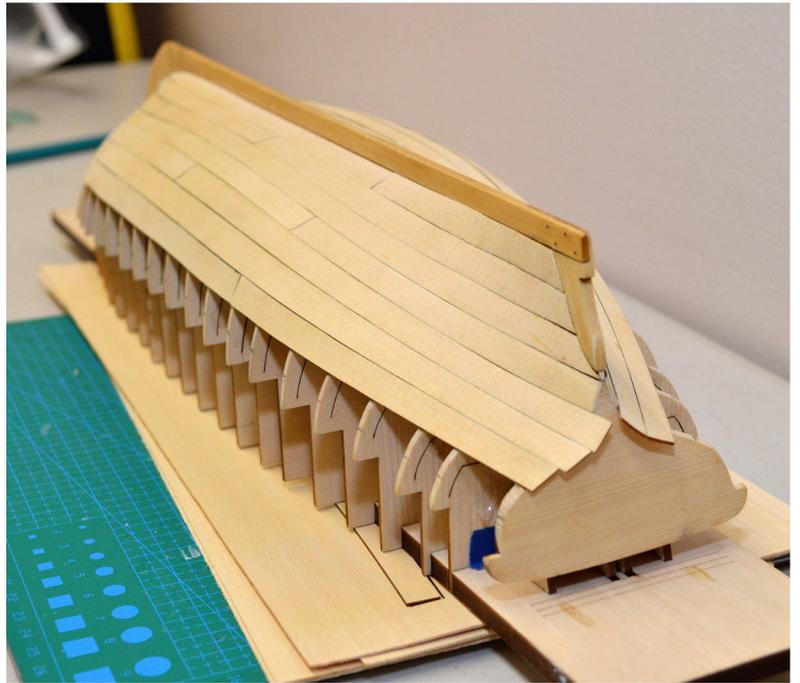
AUCTION 2019



Medway Longboat Update

Rich Verost arrived at the January 22 meeting with his [Medway Longboat](#) model. He brought it in basically to ask Chuck about the “bumps” he had in the planks at the bow and how to go about fixing them. Also, this being his first planked hull, he had broken more than his “fair share” of planks. So many that he actually ran out of space to cut any more new ones on the sheets of planks that came with the kit. So he asked Chuck to bring in a sheet of the 1/32 Alaskan Cedar so he could continue. As of January 22 he had finished strake 7. Two strakes to go!!

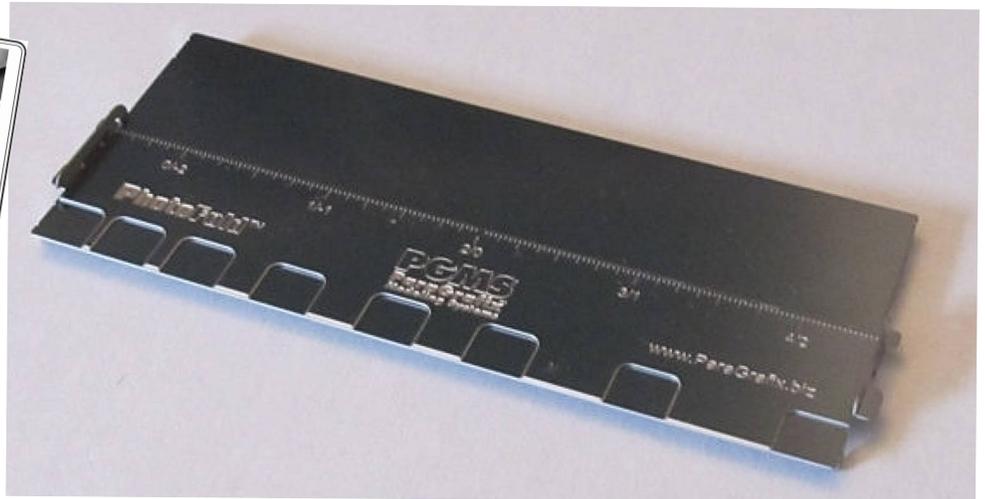
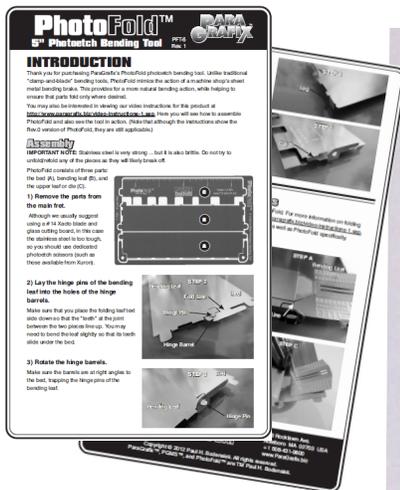
Rich reports that the quality of the kit along with Chuck’s instructions have made this an enjoyable endeavor so far. Being able to bring the model in, ask questions of the group and get ideas on how to proceed has been a huge help.



Tips, Tools and Techniques

—By Steve Maggipinto

For those of us who work with photo etch, a company called [ParaGrafix](#) has come up with a simple and useful tool for bending PE. It's called [PhotoFold](#), a device that is itself made of photo etch (in stainless steel rather than brass).



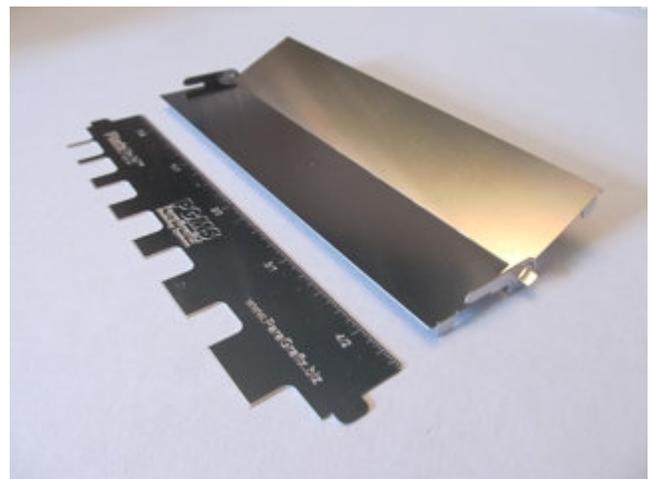
This mid-priced device (\$31.95) comes in a flat package and must be assembled. Using tools you probably already have on hand, assembly is easy and fully explained in a sheet that accompanies the product. PhotoFold is completely self-contained and does not require use of a single edge razor blade for bending (potential major ouch!) that many others of this type call for. I have a PhotoFold and am very pleased with it.

In the words of the distributor:

PhotoFold makes short work of even the most finicky folding jobs.

- Made from 0.015" full hard stainless steel
- Folds photoetched brass pieces up to 5" (13 cm) wide.
- Integrated feet let PhotoFold lie flat on the work bench allowing both hands to be used to place photoetched parts and slip the two-sided die into position.
- A special lip between the two main plates aids in alignment and prevents their interface from separating.
- A scale along the straight edge of the die marks distance from one end and from the center out.
- Seven teeth on the die allow for a variety of small folds.
- Far less expensive than molded plastic or machined metal photoetch folding tools.
- No screws, clamps, or pins stop photoetched pieces from sliding completely under the die - this ensures that all photoetched parts will fit.

Watch our video on assembling and using PhotoFold on [YouTube](#). [View Instructions](#).



Lightships — A Dying Breed

Lightvessels, or lightships, are craft that are used in waters that are too deep or otherwise unsuitable for lighthouse construction. Although some records exist of fire beacons being placed on ships in Roman times, the first modern lightvessel was assigned to the Nore sandbank at the mouth of the River Thames in England, placed there by its inventor Robert Hamblin in 1734. Lightvessels have become largely obsolete; lighthouses replaced some stations as the construction techniques for lighthouses advanced, while large, automated buoys replaced others.

Trinity House (the public authority charged with establishing and maintaining lighthouses in England and Wales) found that sound from a bell submerged some 18 feet could be heard at a distance of 15 miles, with a practical range in operational conditions of 1–3 miles.

Holding the vessel in position was an important aspect of lightvessel engineering. Early lightships used the fluke anchors that are still in use on many contemporary vessels. These were not very satisfactory,



The primary element of lightvessel design is the mounting of a light on a sufficiently tall mast. Early on, this consisted of oil lamps that could be run up the mast and lowered for servicing. Later vessels carried fixed lamps, which were serviced in place. Fresnel lenses, designed to most effectively capture available light, were used as they became available; many vessels housed these in smaller versions of the lanterns used in lighthouses. Some lightships had two masts, the second holding a reserve beacon in case the main light failed.

Lightvessel hulls were first constructed of wood, with lines similar to those of any other small merchant ship. This proved to be unsatisfactory for a ship that was permanently anchored, and the shape of the hull evolved to reduce rolling and pounding. As iron and steel were introduced in other ships, they were used in lightvessels, and the advent of steam and diesel power led to self-propelled and electrically lighted designs. Earlier vessels had to be towed to and from station. Much of a typical lightship was taken up by storage (for oil and the like) and crew accommodations. The primary duty of the crew was, of course, to maintain the light, but they also kept record of passing ships, observed the weather, and on occasion performed rescues. In the early 20th century, some lightships were fitted with warning bells, either mounted on the structure or lowered into the water, the purpose of which was to warn of danger in poor visibility and to permit crude estimation of the lightship relative to the approaching vessel. Tests conducted by

since a lightship has to remain stationary in very rough seas, and fluke anchors are prone to dragging.

Since the early 19th century, lightships have used mushroom anchors, which typically weigh 3–4 tons. Mushroom anchors were invented by Robert Stevenson, a Scottish engineer. The first lightvessel equipped with one was an 82-ton converted fishing boat, renamed *Pharos*, which entered service in September, 1807 near Bell Rock off the coast of Scotland. It had a 1.5 ton anchor. The effectiveness of these anchors improved dramatically in the 1820s, when cast iron anchor chains were introduced. As well as the light, which operated in the fog and from one hour before sunset to one hour after sunrise, early lightvessels were equipped with red (or very occasionally white) day markers at the tops of masts. These were the first objects seen from an approaching ship. Marker designs varied, filled circles or globes and pairs of inverted cones being the most common among them. Later lightships normally had bright red hulls which displayed the name of the station in white, upper-case letters. A few ships had differently colored hulls. The Huron Lightship, for example, was painted black since she was assigned the black buoy side of the entrance to the Lake Huron Cut. The lightvessel that operated at Cohasset, MA from 1854 until 1860 had a light yellow hull to make it visible against the blue-green seas and the green hills behind it.

The first British lightvessels were constructed and operated privately in the 1730's, bypassing government levies for lighting services. Over time, Trinity House crowded out the private light vessels. Trinity House is now responsible for all the remaining lightvessels in England and Wales, of which there are currently eight unmanned lightvessels and two smaller light floats. The British were the first to deploy unmanned lightships (called crewless lightships in the early 1930s), which could operate for six months to one year. The first lightvessel conversion to solar power was made by the British in 1995, and all vessels except the 20 class have now been converted. The 20 class is a slightly larger type of vessel that derives its power from diesel electric generators. Where a main light with a visible range in excess of 20 nautical miles is required a 20 class vessel is used, as the main light from a Trinity House solar lightvessel has a maximum range of 19 nautical miles.

The first United States lightship was established at Chesapeake Bay in 1820, and the total number around the coast peaked in 1909 with 56 locations marked. Of those ships, 168 were constructed by the United States Lighthouse Service and six by the US Coast Guard, which absorbed the Service in 1939. From 1820 until 1983, there were 179 lightships built for the US government. They were assigned to 116 separate light stations on four coasts including the Great Lakes. Early US lightships were small wooden vessels with no self-propulsion. The first US iron-hulled lightship was stationed at Merrill's Shell Bank, Louisiana, in 1847. Wood was still the preferred building material at the time because of lower cost and ability to withstand shock loading. Wooden lightships often survived more than 50 years in northern waters where the danger of rotting was reduced. Lightvessel 16 guarded Sandy Hook and Ambrose stations for more than 80 years; she had both an inner hull and an outer hull with the space between filled with salt to harden the wood and reduce decay. Several lightships built with composite wood and

steel hulls in 1897 proved less durable than either all-wood or all-steel. The first modern steel lightship in US service was Lightvessel 44 built in 1882. One of the last wooden hulled lightships built, Lightvessel 74, went into service at Portland, Maine, in 1902. The first US lightships with steam engine propulsion were built in 1891 for service on the Great Lakes where seasonal ice required prompt evacuation of light stations to avoid their destruction.

The naming and numbering of American lightships is often confusing. Up to and through the Civil War lightships were identified by name, usually that of the station where they served. As they were moved from station to station, however, the keeping of records became hopelessly tangled. Therefore, in 1867 all existing lightships were given numbers by which they would be permanently identified, and the station at which they were presently serving was painted on their sides, to be changed as needed.

The official use of lightships in the United States ended March 29, 1985, when the Coast Guard decommissioned its last such ship, the *Nantucket I*. Many lightships were replaced with Texas Towers or large navigational buoys—both of which are cheaper to operate than lightvessels.

During its many years of operation, lightship service in the US has seen its share of drama:

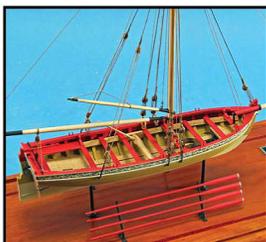
- Lightship LV-82 foundered in Lake Erie near Buffalo during the Great Lakes Storm of 1913.
- Lightship No. 61 "Corsica Shoals" was destroyed in the same storm on Lake Huron.
- LV-6 was dragged off station in moving ice off Nantucket Sound in 1918 with the loss of all hands.
- LV-73 foundered in a major storm off Cuttyhunk Island, MA in 1944; there were no survivors.
- Nantucket Lightship LV-117 was rammed and sunk in 1934 by RMS *Olympic* homing in on its radio beacon; seven out of a crew of eleven perished.

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

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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