



The Broadaxe



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Newsletter of the Ship Model Society of New Jersey

July 2019

In This Issue

- [Old Business](#)
- [New Business](#)
- [Tech Session](#)
- [Saga of SS Pendleton](#)
- [Tips, Tools & Techniques](#)
- [Club Information](#)

Our next club meeting is
July 23rd at 6:45PM

**ROSELAND PUBLIC
LIBRARY**

JUNE NOTES...

Meeting. The June meeting was opened at 1845 by Tom Ruggiero, as President Chuck was stuck in traffic. There were 16 members in attendance; no one brought models for Show and Tell. As our normal meeting room was tied up with the showing of a Harry Potter movie, we met in one of the library's conference rooms. The room was spacious, bright and comfortable. The meeting was adjourned at 2000 whereupon several members went to the Caldwell Diner. [Meeting Photos.](#)

A Special Milestone. At the meeting we celebrated a special milestone: member Ken Schuetz will soon be 95 years old. It also turns out that Jeff and Doc Fletcher have the same birthday, and Mike Rogers' birthday is "in the vicinity." Jeff brought a cake, and all present wished this group many more. Tom recalled that when he was President he asked Ken at election time if he would continue as Treasurer. Ken's reply was, "Do you have any idea how old I am?" Since Ken served in the infantry at the Battle of the Bulge, Tom had a good idea. That was four years ago. Happy Birthday to Ken and to you all.

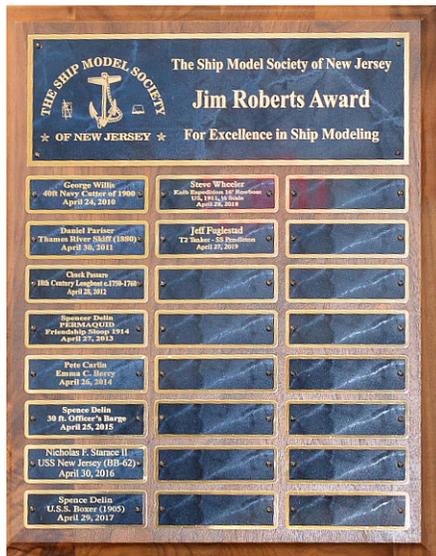
Grace Geigel. Nick Starace has been to see honorary member Grace. Grace has moved to The Chelsea in Bridgewater. She is doing very well and sends her best wishes to all our members.

Treasurer's Report. Tom Ruggiero presented the report. Good steward that he is, our Secretary/Treasurer continues to maintain a good balance in the Club account. Dues are now payable. We are pleased to report that most members have paid and ask that those who have not bring payment to the next meeting or send a check to Tom. His address is on the last page of the newsletter.

Next Month's Meeting. Our next meeting will be Tuesday, July 23rd.

Saturday Workshop. The next Workshop is scheduled Saturday, July 20th, 10:00 at Chuck's place. Please let him know if you will be attending.

Tech Session for next Meeting. Next month's Tech Session will be a video presentation on making scrapers for creating moldings. Tom R. has viewed this presentation, put together by Tom Laurie of the USS Constitution Model Ship Association, and says it is the best and most clearly explained method that he has seen. You do not want to miss it!



OLD BUSINESS



Jim Roberts Award. As reported last time, Jeff Fugelstad won the 2019 Jim Roberts Award for his model of SS *Pendleton*. At the June meeting we presented Jeff with his First Place plaque. We also displayed the plaque that includes all the winners since the Roberts Award started in 2000. In that time, our club has had three recipients: Jeff, Dan Pariser, and Chuck.

Jeff discussed the history of the *Pendleton*, a Type T2-SE-A1 tanker. Built in 1944 for the War Shipping Administration, the vessel was sold in 1948 to National Bulk Carriers and remained in service until February, 1952, when she broke in two in a storm. T2 tankers were prone to splitting in half in cold weather. Investigation into this defect found that the steel used (formerly employed successfully in riveted ship design) was not well suited to the welding methods utilized in the construction of the T-2's (a high sulfur content made the steel brittle and prone to metal fatigue at lower temperatures). The ship's sinking and crew rescue, along with the break-up and rescue of her sister ship the SS *Fort Mercer* on the same day, is the topic of the 2009 book *The Finest Hours: The True Story Behind the US Coast Guard's Most Daring Rescue*, by Michael J. Tougias. Tougias' book inspired the 2016 Disney-produced film *The Finest Hours*, which focuses on the *Pendleton* rescue. Jeff was originally going to split his model in two and show it in a diorama of the sinking ship. Jeff rethought that after Tom Ruggiero asked him if he was going to do all that work just to break it in half. Jeff said that at some point he still may build the diorama. See the article below for more details about the *Pendleton*.

SMSNJ Apparel. Bill Brown has researched several places to obtain new club hats. He bought a "one size fits all" hat in Navy Blue and will bring it to the next meeting. We will also be looking into purchasing golf shirts and other possibilities. Bill and Tom will work out the best way to do this, as buying small quantities is quite a bit more expensive than ordering larger runs of the same item. SMSNJ will likely subsidize the member cost.

Officer Elections. We had our election for President at the June meeting. Although Chuck is eligible to run again he has decided not to. Bill Brown was nominated for the office. As there were no other nominees, the Secretary cast one vote for Bill as provided by our Constitution. Bill took office at the end of the meeting; on being elected, he made the following statement:

President Passaro,

On behalf of the Ship Model Society of New Jersey, I want to thank you for serving as our President over these past some years. You have the rare ability to teach others with your incredible modeling talents as proven with your numerous technical sessions and you are recognized internationally as one of the leading drivers in this hobby. Once a month you unselfishly open your home to educational workshops where you devote much of your time to educating both the novice and experienced modeler on all aspects of this wonderful hobby. Your generosity is well known and appreciated and we can't thank you enough for all your contributions to this great organization. I personally could never come close to filling your shoes, so that's not an option, but I take this position knowing I have people like you that will always be there for support.

President Chuck, Thank You.

A round of applause followed this statement. Welcome Bill!

NEW BUSINESS



Projector. Bill is looking into buying a projector so we can get a better (unobstructed) view of our Tech Sessions and can view videos. There are several different types of projector available, and the final choice will be based on what we intend to view and the available light levels in the room we will be using for viewing. We will continue to research this. Meanwhile, a motion was raised, seconded and passed that we allot club funds to procure a projector. (Note: after the meeting we found out that the Library has a new projector. If we are permitted to use it, we will not need to buy our own. More to come at the next meeting.)

Club Trips. It has been awhile since our last club outing, a visit to the Naval Academy. We discussed other trips we might take, including one to the Washington DC Navy Yard. Since 9/11, security has been tight at this attraction, and there are restrictions on visitors. Visitors without military credentials need to get a pass at the main gate before entry and visits are restricted to Monday through Friday – the museum is not open on weekends. Also, Tom reports that when he last went to the Navy Yard, 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) was quite low.

Another suggestion was to visit the SUNY Maritime museum at Fort Schuyler. Stay tuned for more info.

TECH SESSION

Copper Plating Methods

At the June meeting there was a discussion about copper plating a hull. Carmine Bianco brought in two different types of adhesive to apply copper to the bottom of his *Charles W. Morgan* model. He asked Chuck for advice and we decided to discuss the topic as a group. Chuck generally uses copper tape because it already has an adhesive that works very well. Chuck applies individual plates although others simply apply strakes of copper. The question of whether or not to show nails was discussed. It is very difficult to show these convincingly and to scale, so many modelers either do not show them at all, or use a pounce wheel to simulate the nails. One thing the group agreed upon is that plates should be overlapped.

Tom noted that he had used contact cement to apply copper. This operation requires priming the hull with the cement and letting it dry to a tacky surface, then applying the copper. Contact cement is flammable, and very noxious. Tom said he will never use this method



again.

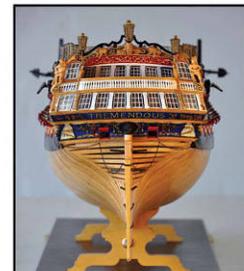
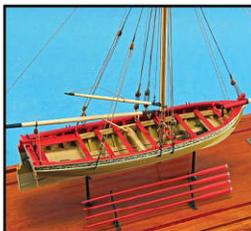
The two adhesives that Carmine brought, Aleene's [Fast Grab Tacky Glue](#) and [Quick Dry Tacky Glue](#), have different curing times and tack times. The longer cure gives more time to work the plates into the correct position.

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 Saga of SS *Pendleton*

SS *Pendleton* was built at yard number 49 by Kaiser Shipyards, Portland, Oregon. Measured at 16,643 dead weight tons, she was 504 feet long, with a beam of 68 feet 2 inches and a depth of 39 feet 2 inches. Her propulsion was "turbo-electric" (propeller shaft driven by a motor powered by a steam-fed generator). The turbine gave her a speed of 16 knots.

Pendleton was launched on January 21, 1944 and completed in February. She was built for the US Maritime Commission and was owned by the War Shipping Administration. During World War II, *Pendleton* was a member of Convoy ON 249, which departed Liverpool on August 18, 1944 and arrived at New York on September 2. After the war, *Pendleton* was transferred to National Bulk Carriers of Wilmington, Delaware. In July 1951, she ran aground in the Hudson River at New York City. She was refloated the next day, but seven months later the damaged part of the hull would play a key role in her sinking.

On February 18, 1952, while en route from New Orleans to Boston, *Pendleton* broke in two in a gale south of Cape Cod, Massachusetts. A Coast Guard PBV Catalina was diverted from searching for a sister T2 tanker, *Fort Mercer*, to find *Pendleton*. The aircraft located both *Pendleton* sections. At this point, the Coast Guard realized they were dealing with two ships that had broken in two. The Coast Guard motor lifeboat CG 36500, captained by Boatswain's Mate First Class Bernard Webber, was dispatched by commanding officer Daniel Webster Cluff from the USCG station at Chatham, Massachusetts to rescue the stricken ship's company. The



lifeboat was pounded by waves going over the sandbar out of the harbor, damaging the boat and leaving it without a compass, but the crew pressed on and managed to find the



stern section of the *Pendleton*. They immediately began a hazardous rescue of her crew. Webber carefully maneuvered CG 36500 underneath the listing hull and motored the Coast Guard boat back and forth with the waves while the *Pendleton's* crew lowered themselves down the side using a Jacob's ladder. The crew, timing their descent against the rise and fall of the ocean, jumped from the swaying ladder onto the moving deck of CG 36500 while Webber carefully kept his boat under the ladder but clear of the towering wall of *Pendleton's* aft section. Nine of the ship's crew of forty-one were lost: eight, including Captain John Fitzgerald, and the ship's cook from the stern section. The cook had selflessly assisted the rest of the crew in abandoning the vessel before leaving himself. He was lost when strong gale force winds began to force the ship off the sand bar where she had temporarily grounded. As he jumped from the Jacob's ladder he fell into the ocean and was struck by the tanker as it was hit by a wave. He was killed instantly.



With the survivors on board CG 36500, a row developed over how they should be dealt with. Webber eventually decided against attempting to locate and transfer them to USCGC *McCulloch* and headed for the shore instead. The survivors were safely landed at Chatham.

The rescue of the survivors is considered one of the most daring rescues ever attempted by the Coast Guard. All four crewmen of CG-36500 were awarded the Coast Guard's Gold Lifesaving Medal (rather than just the captain, the typical practice). At the time of her loss, *Pendleton* was insured for \$1,690,000.

The stern ultimately grounded off [Monomoy Island](#), south of Chatham, and her bow grounded on Pollock Rip Shoal. The bow section was sold in 1953 to North American Smelting Co. for recycling at Bordentown, New Jersey. However, it was stranded on June 4th that year in the Delaware River, and was dismantled at the site circa 1978 by the Army Corps of Engineers.

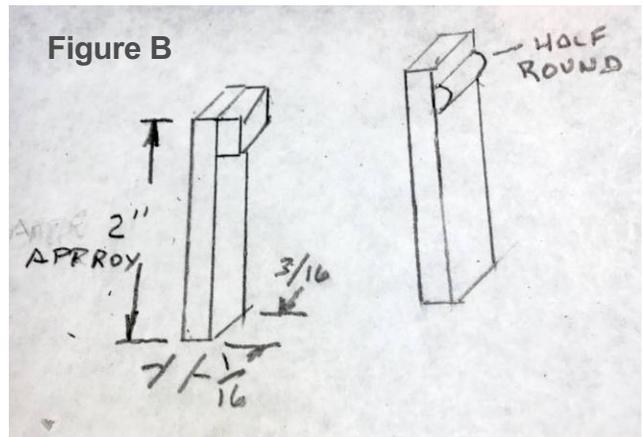
Tips, Tools and Techniques

In the May edition of *The Broadaxe*, we reviewed several adhesives and clamps members use in building their models. One of the clamping devices mentioned was a simple binder clip modified to hold hull planking against a bulkhead while the glue dries. This device is made simply by removing the handle from one binder clip and inserting it into the jaws of another clip (Figure A).

Steve M. recently received an email from Barry Rudd explaining a modification Barry made to this basic design. Instead of using the handle from another clip, Barry cuts a small piece of wood and glues another wood piece to its front (Figure B — not to scale). An advantage of this device is that you can apply pressure more precisely to the bulkhead by varying the width of the contact piece. Another advantage is that the hardness of the wood used in the clamp can be adjusted to match the hardness of the planking material.

According to Barry, the device is “easy to make, easy to use and effective.” He goes on to say “If the binder clip tends to slip you can place a small folded strip of sandpaper between the clip and bulkhead. But generally the spring tension is sufficient.”

Thanks, Barry!



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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