



Volume 38, Number 9

Newsletter of the Ship Model Society of New Jersey

October 2020

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The October Meeting of SMSNJ will be a virtual meeting. The meeting will be;

October 27, 2020 at 7:00 PM (1900).

Tech Session for October is, "Plans to Raise the Spitfire" by "Susan McClure

SATURDAY WORKSHOPS

Future workshops are on hold due to the pandemic.

Please watch your email for updates as they become available.

Meeting Report: The virtual meeting was called to order by President Bill Brown at 1900 on Tuesday, September 22, 2020. There were thirteen members and four guests. Joe Jorden is from the Philadelphia Ship Model Society. Huntley Gill, and David Grill presented the Tech Session. Also, coming to his second meeting, was James White. Welcome to you all.

The Treasurer reported of transactions for the month and the balance in the SMSNJ bank account.

As has become a standard for our virtual meetings, President Bill has us touring the members workshops to check on their current project. Here are a few of the current projects.

Larry Friedlander is painting a 1810 French Grenadier.

Ken Whitehead is installing shot garlands on his model of the Providence. The cannon ball of a 4 pounder is three inches in diameter. Ken found 1/16" silicon ball bearings. Ken found the following on Amazon; Ball Bearings, "uxcell 1/16 Inch Ceramic Bearing Balls, Si3N4 Silicon Nitride Ball G5 Precision 100pcs". They have several different diameters, but they are not very precise. The 1/16 ones I ordered are closer to 5/32.

Eric Marshall is working on the Model Expo Pinnacle that he is just starting on.

Mason is working on a Bump head barge in HO scale. He is working on the roof that was tar paper. The barges were loaded through hatches in the roof.

The meeting adjourned at 2030. Unfortunately, there isn't a virtual Caldwell Diner.

October Tech Session: The Tech Session for October's meeting will be; "Plans to Raise the Spitfire" by Susan McClure Executive Director of the Lake Champlain Museum. You do not want to miss this presentation. For some background, see the story about the Battle of Valcour Island in this issue of Broadaxe.

Important Request

Virtual meetings are a big success. All of the meetings are recorded, and I will do my best to accurately transcribe as much as possible in the Broadaxe. I do have a very important request. The recording is not always that clear. So, when you are referring to something, please say what it is. "Take a look at this", doesn't tell me what "this" is.

One of the big advantages to a virtual meeting is that you do not need to truck in your models to the library. The downside is that the views of the models need to be taken from the Zoom video. The video is great, but moving the model around distorts the image and the various lighting situations, band width etc. make pulling the images from the meeting recording very spotty. So, we ask that if you plan to do a Show and Tell, or Books and Publications, or Cool Tool, that you send the relevant information to me so that I can accurately put it in the Broadaxe. There are Show and Tell forms available from the web site or simply send me an email with the pertinent information. Send two or three of photographs to me so that they can be put into the Broadaxe. If there are web addresses, product names, and the like, please send them to me as well to ensure that it is accurately transcribed.

Thank you for your cooperation,

Tom Ruggiero (trugs@comcast.net)

OLD BUSINESS



NEW BUSINESS



Model Restoration

Last month, Bill presented a model of a four masted clipper that the owner of Bahr's would like restored. Bill reports that the restoration would require more work than what the owner wants to go for so, he is donating it to a good home. Josh stated that he would like to take a go at it, so the model goes to Josh.

Bahr's Models to Display

Bahr's is a seafood restaurant at the mouth of the Shrewsbury River in Hyland New Jersey. Deceased member, Henry Schafer donated many models that are on display there. The owner is asking if any of our members wish to display their models there. The club can be advertised with the model. All models must be secured in cases. If you are interested, contact Bill.

Independence Seaport Museum Exhibit

Joe Jordan of the Philadelphia Ship Model Society came to our meeting to say that while the Independence Seaport Museum is still closed to visitors their club will be displaying 35 to 45 Ship Models in the rotunda meeting room. The display will be laid out so that they can be viewed from the Penn's Landing walkway. The plan is to rotate different models into the display. The display will be up at least through the end of 2020.

BOOKS AND PUBS



No Books or Pubs this month.

Tech Session

"History of the Fireboat John J Harvey"



Mason Logie introduced our presenters; Huntley Gill and David Grill. Huntley is Captain and an owner of the boat. David is a Treasurer, Trustee, and first Mate. They are all volunteers.

John J. Harvey was built in 1931 and named for FDNY pilot John J. Harvey who was killed aboard fireboat Thomas Willett while fighting a fire aboard the North German Lloyd Line's SS Muenchen. This was the first boat that was named after an active duty Fireman.

The Tech Fireboat John J. Harvey, launched in 1931, served the City of New York and New York Harbor until she retired in 1994. She was a historic first; the first fireboat powered by internal combustion engines, the first that could pump and maneuver simultaneously, and was the largest, fastest fire fighting machine of her time, capable of pumping 18,000 gallons per minute. The water is taken from the river via four intakes. In 1950, she was converted to diesel—electric. There are five diesel engines driving DC motors and two screws (propellers).

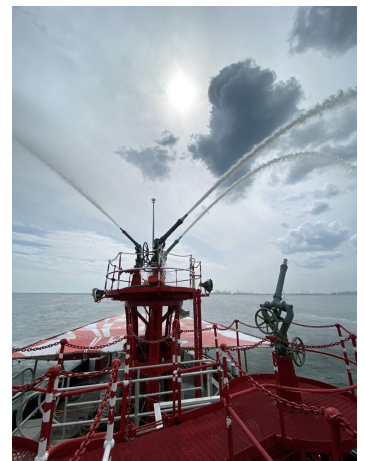
Harvey assisted during such notable fires as the Cunard Line pier fire in 1932, the burning of Normandie in 1942, and the ammunition ship El Estero during World War II. She also escorted many liners into New York Harbor including the maiden voyage of SS United States. Harvey served the FDNY until her retirement in 1994.

In 1999, a dedicated group of volunteers called "Save Our Ships New York" bid against the scrappers and won the bid. The last FDNY Pilot of the boat, Bob Lenny who taught everyone how to operate "his boat".

On September 11 2001, John J. Harvey was recalled to service by the FDNY and reactivated as Marine Company 2. Alongside the FDNY fireboats Fire Fighter and John D. McKean she pumped water for 80 hours until water mains in lower Manhattan were restored to service. Harvey's action that week was the subject of countless news articles and a 2002 Maira Kalman book. As an interesting aside, the pier heads along the Hudson River were replaced by parks. So, there was no place for the boat to tie up in the traditional way. So, longer lines were run through park rails and over walk ways so the boat could be tied to trees.

The boat is a designated National Historic Engineering Landmark.

She is now moored at Pier 66 Maritime, at 26th St. and the Hudson River alongside the Frying Pan restaurant and the lightship Frying Pan. The fireboat now serves as an operational museum and education center, offering free public trips to New Yorkers and visitors as well as escorting cruise ships coming into the harbor. The website address is; <https://www.1931fireboat.org> Any donations are appreciated.



The Broadaxe

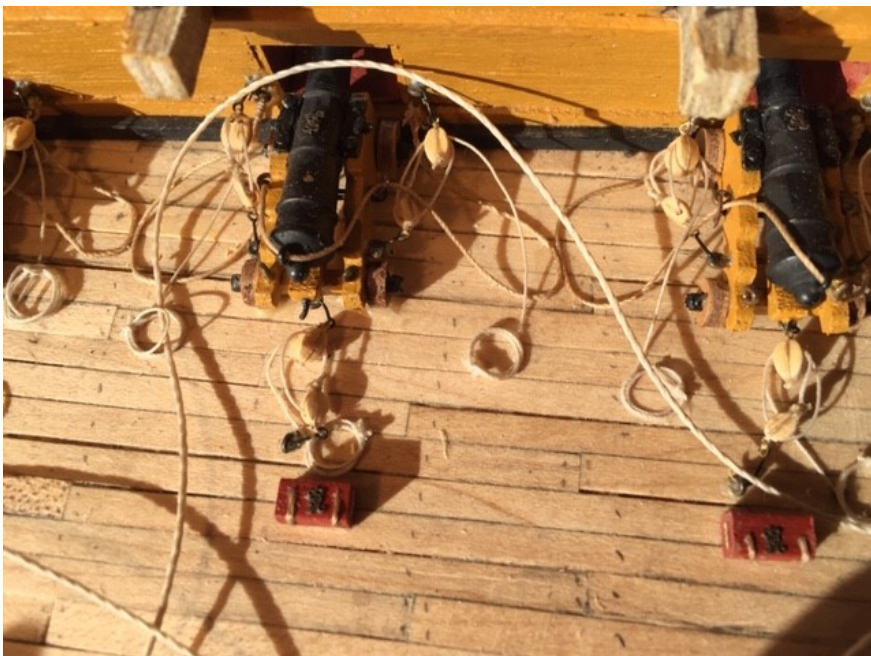
SHOW & TELL



HMS Victory, English 1st Rate, 1806, 1:96 Scale

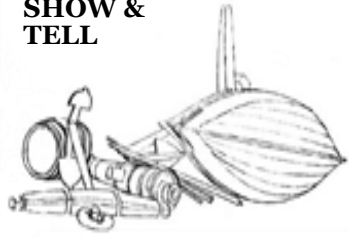
- Mort Stoll

Last month, Mort had assembled cannons and began the breeching and train tackles. Now, moving along very efficiently, Mort has mounted the cannon. You will note that he has placed monogram cartridge boxes on the deck. This is a very fine detail in such a small scale..



The Broadaxe

SHOW & TELL



HMS Victory, English 1st Rate, 1806, 1:96 Scale (cont'd)

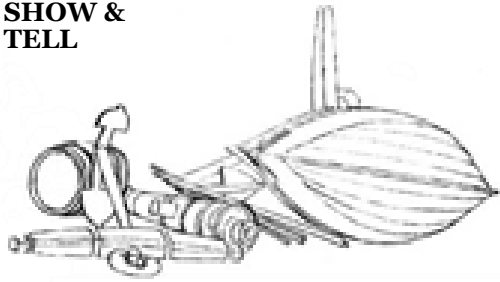
- Mort Stoll

This is the detail that Mort is putting into the Wardroom and various officer and ratings quarters. The Admiral's Quarters is one deck up. Very good detail, Mort. Next he will be fabricating the cover for the rudder head.



The Broadaxe

SHOW &
TELL



Kate Cory, Whaler, 1806,
1:64 Scale

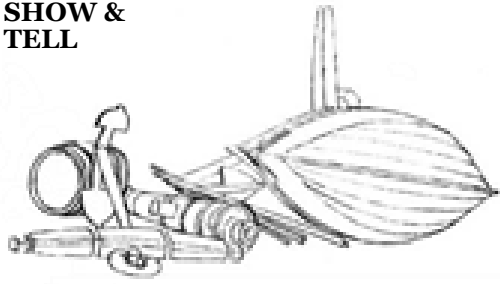
- Rich Verost

Since last month, four yards are up. He left off the braces and clew garnet/Fore tack/fore sheet for now. They will impede access to the deck as I need to add the rope hanks along the rails. The tryworks is complete..



The Broadaxe

SHOW & TELL



Kate Cory, Whaler, 1806, 1:64 Scale (cont'd)

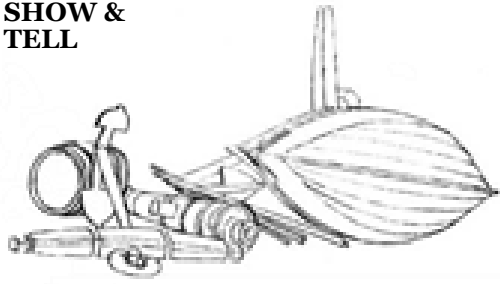
- Rich Verost

Currently Rich is experimenting with different methods of rope coils. Tom Lauria's method, and another you tube method I will try. Tom Ruggiero's method is to soak the line in white glue, wrap it around a paint brush handle of the correct diameter and then push the coil onto a smooth surface. Before the glue completely dries, he squashes the coil into an oval shape to mimic the hanging coil. Rich will try that method as well. Good job, Rich. The finish line is in sight.



The Broadaxe

SHOW & TELL



River Swan

Swann Oil Barge Pusher

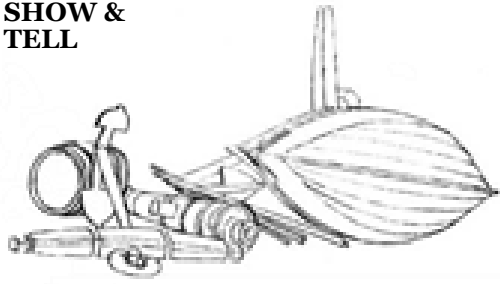
- Joshua Fichmann

Barge Pusher Model was built for Swann Oil Company base in Bala Cynwd, PA built by Al Seebode, previous president of the PSMS, a tanker hull model builder and designer of commercial and naval ships. I accepted it as a donation subsequent to the death of his wife and I have been rehabilitating the model. Came with original design drawings and some fly over photos of the boat in service. Date of the drawings are in 1983. Doing a thorough cleaning, fixing of broken stanchions, and the replacement of the bow staircases. A good looking project Josh.



The Broadaxe

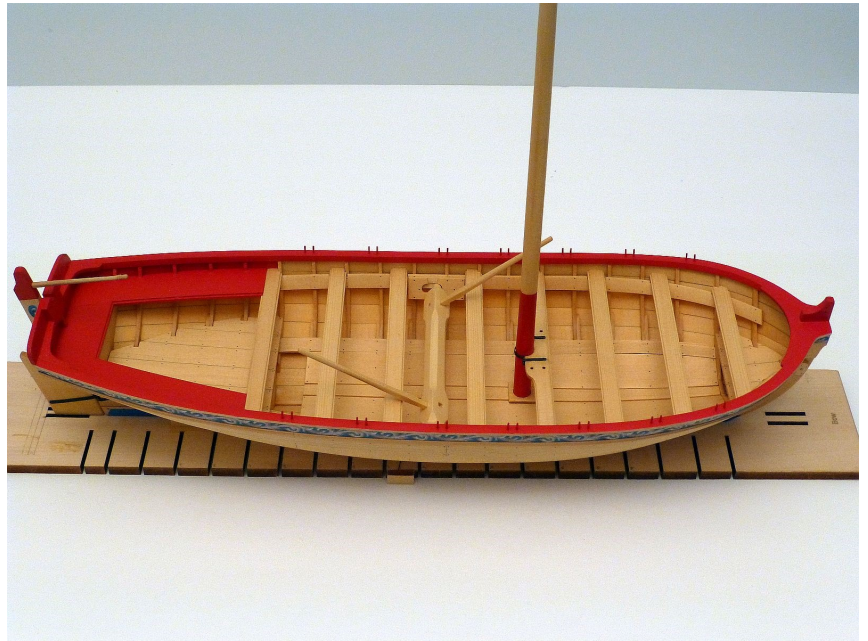
SHOW &
TELL



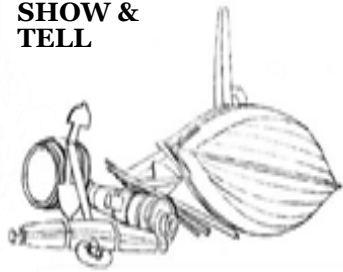
Medway Longboat, English,
1742, 1:24

- Ryland Craze

Since last month, Ryland has stepped the mast on his Long Boat. Rigging is next. Looking good Ryland.



SHOW & TELL



HMS Cheerful, English Revenue Cutter, 1806, 1:48 Scale

- Bill Brown

Bill reports that Cheerful is complete! Bill will need to come up with a permanent mounting for the model and, of course, a case. A great looking model Bill. Bill is now looking for his next project. Looking forward to it Bill.

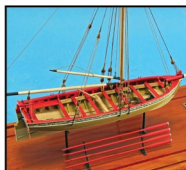


THE NAUTICAL RESEARCH GUILD

"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.



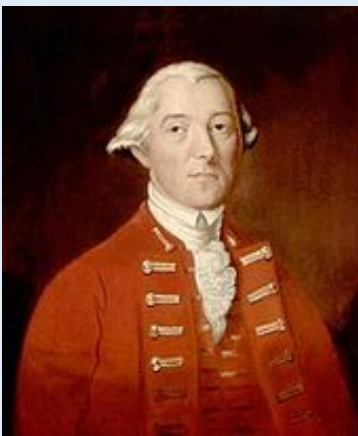
For more information contact us at: www.thenrg.org or call 585 968 8111

The Battle of Valcour Island

From Wikipedia, the free encyclopedia



The Battle of Valcour Island, also known as the Battle of Valcour Bay, was a naval engagement that took place on October 11, 1776, on Lake Champlain. The main action took place in Valcour Bay, a narrow strait between the New York mainland and Valcour Island. The battle is generally regarded as one of the first naval battles of the American Revolutionary War, and one of the first fought by the United States Navy. Most of the ships in the American fleet under the command of Benedict Arnold were captured or destroyed by a British force under the overall direction of General Guy Carleton. However, the American defense of Lake Champlain stalled British plans to reach the upper Hudson River valley.



The Continental Army had retreated from Quebec to Fort Ticonderoga and Fort Crown Point in June 1776 after British forces were massively reinforced. They spent the summer of 1776 fortifying those forts and building additional ships to augment the small American fleet already on the lake. General Carleton had a 9,000 man army at Fort Saint-Jean, but needed to build a fleet to carry

it on the lake. The Americans, during their retreat, had either taken or destroyed most of the ships on the lake. By early October, the British fleet, which significantly outgunned the American fleet, was ready for launch.

On October 11, Arnold drew the British fleet to a position he had carefully chosen to limit their advantages. In the battle that followed, many of the American ships were damaged or destroyed. That night, Arnold sneaked the American fleet past the British one, beginning a retreat toward Crown Point and Ticonderoga. Unfavorable weather hampered the American retreat, and more of the fleet was either captured or grounded and burned before it could reach Crown Point. Upon reaching Crown Point Arnold had the fort's buildings burned and retreated to Ticonderoga.

The British fleet included four officers who later became admirals in the Royal Navy: Thomas Pringle, James Dacres, Edward Pellew, and John Schank. Valcour Bay, the site of the battle, is now a National Historic Landmark, as is Philadelphia, which sank

Aftermath

Arnold, convinced that Crown Point was no longer viable as a point of defense against the large British force, destroyed and abandoned the fort, moving the forces stationed there to Ticonderoga. General Carleton, rather than shipping his prisoners back to Quebec, returned them to Ticonderoga under a flag of truce. On their arrival, the released men were so effusive in their praise of Carleton that they were sent home to prevent the desertion of other troops.

With control of the lake, the British landed troops and occupied Crown Point the next day. They remained for two weeks, pushing scouting parties to within three miles (4.8 km) of Ticonderoga. The battle-season was getting late as the first snow began to fall on October 20 and his supply line would be difficult to manage in winter, so Carleton decided to withdraw north to winter quarters; Arnold's plan of delay had succeeded. Baron Riedesel, commanding the Hessians in Carleton's army, noted that, "If we could have begun our expedition four weeks earlier, I am satisfied that everything could have ended this year."

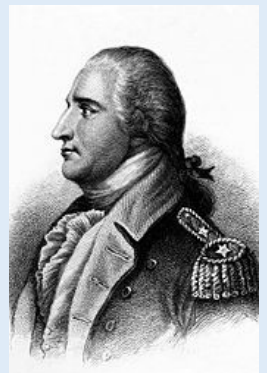
The 1777 British campaign, led by General John Burgoyne, was halted by Continental forces, some led with vigor by General Arnold, in the Battles of Saratoga. Burgoyne's subsequent surrender paved the way for the entry of France into the war as an American ally.



The captains of Maria, Inflexible, and Loyal Convert wrote a letter criticizing Captain Pringle for making Arnold's escape possible by failing to properly blockade the channel, and for not being more aggressive in directing the battle. Apparently the letter did not cause any career problems for Pringle or its authors; he and John Schank, captain of Inflexible, became

admirals, as did midshipman Pellew and Lieutenant Dacres. Carleton was awarded the Order of the Bath by King George III for his success at Valcour Island. On December 31, 1776 one year after the Battle of Quebec, a mass was held in celebration of the British success, and Carleton threw a grand ball.

The loss of Benedict Arnold's papers aboard Royal Savage was to have important consequences later in his career. For a variety of reasons, Congress ordered an inquiry into his conduct of the Quebec campaign, which included a detailed look at his claims for compensation. The inquiry took place in late 1779, when Arnold was in military command of Philadelphia and recuperating from serious wounds received at Saratoga. Congress found that he owed it money since he could not produce receipts for expenses he claimed to have



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 Tom Ruggiero. Your ideas and suggestions are always welcome. Please submit them to Steve Magipinto at trugs@comcast.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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