

THE BROADAXE

NEWSLETTER
of

THE SHIP MODEL SOCIETY OF NORTHERN NEW JERSEY

Founded in 1981



Volume 20, Number 13

December 2002

We lost a good friend and mentor this year when **Jim Roberts** passed away in February. Among his many accomplishments, **Jim** served as editor of this newsletter for several years. Perhaps his best remembered column is the following description of Christmas under the sea published in the December 2000 *Broadaxe*. I'm repeating it here in his memory.

---Editor

A COLD WAR CHRISTMAS AT SEA

Towards the end of September 1968, the Gold crew of the nuclear powered Polaris Submarine USS JOHN MARSHALL (SSBN 611) were finishing up preparations to fly over to Holy Loch Scotland and take over from the Blue Crew, which had just completed the boat's first post-overhaul deterrent patrol in the Norwegian Sea. This meant that after a 25 day upkeep period alongside the submarine tender USS SIMON LAKE, we would deploy on patrol again, AND would be at sea for Thanksgiving, Christmas and New Years. The members of the Gold Crew did not find this to be a thrilling prospect. As for me, all I could think of was that it was a hell of a way to make my first Polaris Deterrent Patrol.

Realizing that this would be a difficult patrol for the entire crew, the Executive Officer and the Chief of the Boat had put their heads together and concocted a plan to make sure that everyone of the 156 men on board the MARSHALL had at least some semblance of a happy holiday. Secretly, notices were sent to the families of all the men that they could send a shoe box-sized package of cards, gifts, treats or what-have-you for their sailor to the attention of the COB at the ship's office in Groton Connecticut. The COB would then see to it that these gift packages were stowed in special equipment trunks that would accompany the crew on their flight to Scotland. With great secrecy, the trunks would then be stowed in the lower level

missile compartment (the only place with anywhere near enough room) until Christmas, at which time the packages would be placed under an artificial Christmas tree which, unbeknownst to the crew was to be set up in the mess on Christmas Eve. There was only one hitch. Not everyone in the crew received a package from home before we left.

After Change of Command in Holy Loch, the 25 day upkeep period went pretty quickly. There was a tremendous amount of work to be done to prepare the MARSHALL for sea. To compensate for the long hard work days, the off-duty section usually libertied pretty hard in the towns up and down the Clyde River; Dunoon, Kilmun, Ardnadam, Greenock and Gourock. During that upkeep period, each duty section got one three day weekend. I spent my long weekend with three buddies in Edinburgh. It was a trip I'll never forget. Finally, the day of departure came in late October. At the change of the watch at 4:00 AM, the duty reactor operators began to run their preliminary checks for taking the reactor to critical and ramping up to full power. After breakfast, The Maneuvering Watch was set and stations were manned for getting underway. Without any notice from shore and not much more from the SIMON LAKE, we singled up all lines, cast off and proceeded down the Holy Loch, into the Clyde Estuary and out into the Irish Sea and headed for the North Atlantic, the Norwegian Sea and the Arctic Ocean. No one on board except for the CO, the COB, the XO, the supply officer and one of the Storekeepers knew about the stash of gifts in the lower level missile compartment. The usual escort for outbound American submarines, a Soviet "spy" trawler known as "Sierra Charlie Charlie" intercepted us off the headlands of Northern Ireland and accompanied us to our dive point off the west coast of Scotland, beyond the 100 fathom curve. None of the bridge personnel even cared enough to give him the finger. We reached the dive point and pulled the plug. The last man down gave 'Charlie' a wave. We wouldn't surface again for 65 days minimum. At first, the patrol seemed to go

agonizingly slowly. Watches were 6 hours on and 12 hours off around the clock. We would have lost track of time entirely if we didn't all have our "short-timers calendars" taped to the overheads above our bunks. As we traveled farther and farther north, the late autumn days became shorter. The white lights in the Control Room representing the daylight hours topside were only on for a few hours each day. The rest of the time, control was rigged for red, which made it an eerie and somewhat foreboding place. Finally, Thanksgiving Day arrived and the morale of the crew picked up thanks in large measure to the cooks, who outdid themselves preparing Thanksgiving dinner. Roast turkey (not turkey loaf, but real honest-to-God whole frozen turkeys), baked ham, mashed potatoes, sweet potato pie, stuffing, green beans, biscuits and all the trimmings, including three kinds of pie for desert. The best thing was that since it was a holiday, we didn't have to do any regular departmental or ship's work during the day. All we had to do was stand our underway watches and the rest of the day was ours to do with what we wanted. However, since most of us twenty year olds couldn't do what we really wanted to, we spent most of the day doing the next best thing - sleeping.

The passage of time slowed down again after Thanksgiving as we entered the Arctic Ocean and the Barents Sea. By this time we had crossed back and forth under the Arctic Circle so many times we had lost count and no one paid any attention to the event anymore. Our only contact with the outside world was our low frequency floating wire antenna. Through this we received ALNAV radio dispatches, missile launch orders, family grams and BBC radio. And both BBC 1 and BBC 2 were gearing up for Christmas. Morning, noon and night, the guys in the radio room piped the BBC's Christmas music over the ship's entertainment system into every compartment. Every watch in the control room became one incessant drone of Nat King Cole, Bing Crosby, Elvis and The Chipmunks; Blue Christmas, White Christmas and The Christmas Song.

By the time Christmas Eve "morning" finally arrived though, the crew knew something was up. The cooks were going crazy preparing special dishes, pies, cookies and pastries for later that night and the next day. Seemingly from out of nowhere in the far depths of the frozen stores compartment appeared cases of filet mignon, not to mention more whole turkeys, hams and beef roasts. To our utter amazement, the leading storekeeper and the leading yeoman along with a couple of the mess cooks produced an impressive artificial Christmas

tree which they proceeded to set up on one of the mess tables and decorate.

After dinner that evening, the rumor started to circulate that something was up. This was confirmed when an announcement was made over the ship's 1MC that Santa Claus was expected to come aboard through one of the escape trunks just before Mid-Rats - Midnight rations, a special meal prepared for the change of the watch at midnight. Those members of the crew who were off watch, as well as those going on watch were invited to come to the crews' mess to meet the old guy. At this point, our curiosity was pretty well fired up. All this was highly unusual activity for a submarine on patrol and we didn't really know what to make of it.

When I got to the mess deck, it was jammed. Literally everyone not on watch was there. I wondered whether the diving officer was having a difficult time maintaining a decent trim with all that weight forward. Just about then, I saw the watertight door to the torpedo room at the forward end of the compartment swing open and caught just a glimpse of a red suit trundling through. I could hardly see what was going on, but there was one hell of a commotion around the Christmas tree. Suddenly the heavily disguised voice of Charly Densen, our Senior Chief Missile Tech, hollered out: "Larsen, Lockjaw Larsen, come up here and get your gift!" Lockjaw pushed through the crowd and received his shoebox. It took several repetitions of this scenario for the rest of us to catch on to what was happening - Charly was handing out Christmas gifts. We had no idea how, where, when, why or who, but we all wanted ours now. It seemed like an eternity until he called my name. In fact, I had begun to think that for some reason, I had been left out. I stepped up to receive my shoe box and immediately took it back to my bunk to open it and find out what this truly unexpected Christmas gift could be. Inside was a note and a Christmas card from my folks, along with some home made cookies (a little stale, but so what) and a Polaroid Land Instant camera complete with batteries and three packs of self-developing film. Hot damn. For the next two weeks I took pictures all over the boat of my friends and shipmates. I still have some of those photos, although they are old and yellow now. But I can still look at them and remember the friends I made and the exciting (and deadly boring) times we shared aboard the JOHN MARSHALL. I'll never forget them, or what turned out to be one of my fondest memories of Christmas and that totally unexpected gift. And what you might ask, about those crew members who didn't have any families to send them gifts? They were not left out. Before leaving

Groton, the COB, the XO and several members of the Commissary Department went out and bought all kinds of stuff - cigarettes, books, cookies, candy, aftershave, you name it - and spent three solid days making up shoe boxes so everyone in the crew would have something on Christmas.



MINUTES OF THE REGULAR MEETING November 26, 2002

President Ed Hegstetter opened the meeting at 7:40. Guests in attendance were **Paul Kupersmith** attending his first meeting and **Tom Holan** attending his third meeting. The President noted it was in order to consider a motion to elect **Tom Holan** to membership- upon motion duly made and seconded he was unanimously elected a member. Welcome aboard **Tom!**

OLD BUSINESS

Jim Caulkins has a very large assortment of tools etc. obtained from the estate of a friend. These will be sold at auction to the membership -some at the December White Whale Auction- and the balance in February.

A listing of some of the material to be available at the December auction is provided later in this edition.

Members should also note that the December meeting and White Whale Auction will be held on the third Tuesday of the month, **December 17. MARK YOUR CALENDAR. Also note the EARLY STARTING TIME of 7:00PM.** And bring along your unwanted tools, plans and other treasures for recycling to the members. We will do the accounting from the sale at the January meeting.

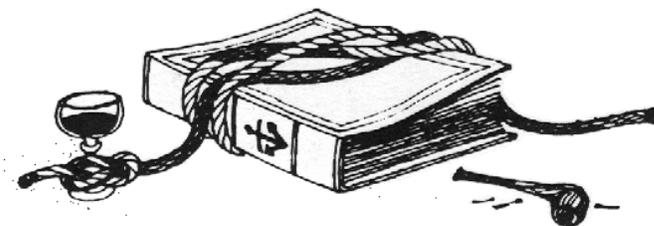
NEW BUSINESS

All in attendance were delighted to see **Marilyn Roberts** once again attending a meeting.



Dan Pariser and Marilyn Roberts

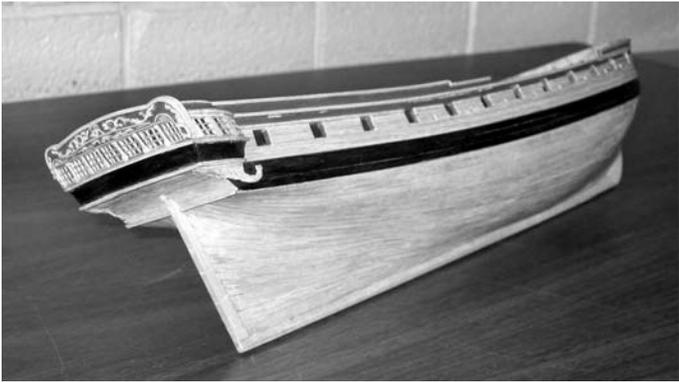
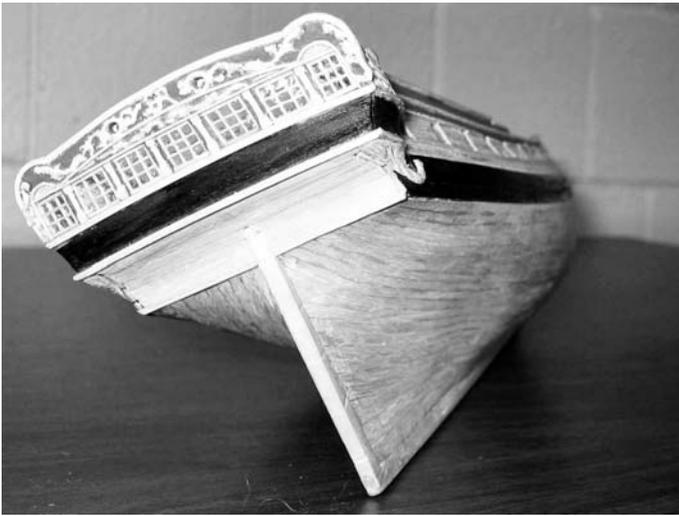
BOOKS AND PUBLICATIONS



Barry Rudd showed the book, *NAVY BOARD SHIP MODELS* by John Franklin, published by the Naval Institute Press. This is a fine volume that is unfortunately out of print. The book discusses the construction methods used in building Admiralty and dockyard models and the historic use of such models. It is an expensive book but **Barry** was able to obtain it on an internet auction site at a fraction of its original price.

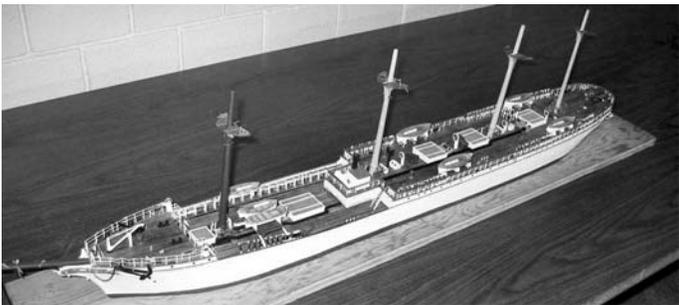
SHOW AND TELL

Tom Ruggiero showed his work in progress of H.M. Frigate *LIVERPOOL*, a scratch built plank on solid hull (which has been carved out). Tom has completed the window glazing using diluted Titebond glue – a method he found satisfactory. Next comes work on the head including carving the figurehead using some of the techniques discussed by Father Romero at the recent NRG meeting



Two Views of Tom Ruggiero's *Liverpool*

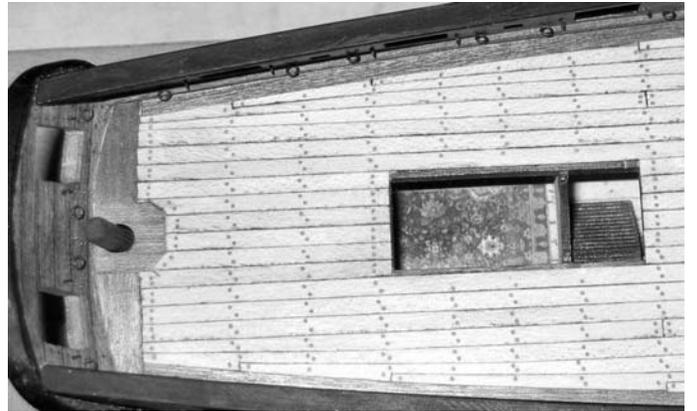
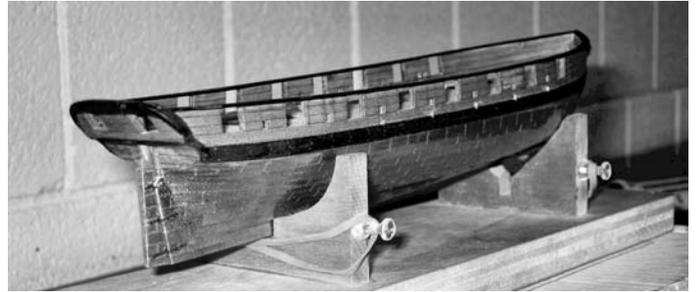
Don Otis brought back his scratch built waterline model of the **HERZOGIN CECILIE** a German sail training ship built in 1902. The hull and deck fittings are complete including seven clinker built boats. The masts are complete and ready for the standing rigging.



Don Otis' Almost Complete *Herzogin Cecile*

Dan Pariser showed his work in progress of the USS **ONEIDA**, an 1809 Brig. The scratch built model is in 1/8 scale and utilizes planks over a solid hull. Dan has coppered the bottom using copper foil tape cut into scale lengths and meticulously

embossed to show fastening nails on the copper plates.



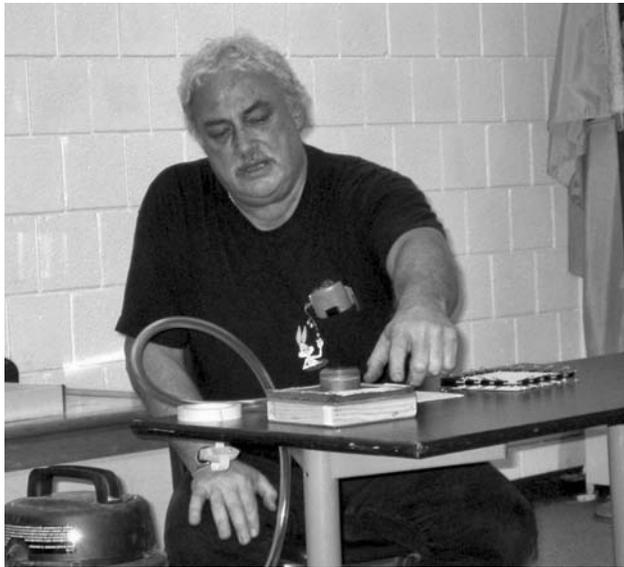
Dan Pariser's *Oneida*:
View from Quarter and Afterdeck Detail



TECH SESSION

Gary Kingzett gave a great demonstration of vacuum forming. While working on his scratch model of the NEW JERSEY, Gary developed a method for vacuum forming the large number of ships boats required. All the materials needed were easily available in the home shop (no special tools

or equipment). He uses a toaster oven, a shop vacuum cleaner, various hoses and fittings and a third hand- his wife.



Gary Kingzett with His Vacuum Forming Apparatus

The process begins with the carving of the mold masters out of “butterboard”, a solid plastic material. Gary demonstrated how he cuts and carves the mold using the general plan lines for the boat being made.



The Butterboard Molds near the Polystyrene Sheet Clamped to the Carrier

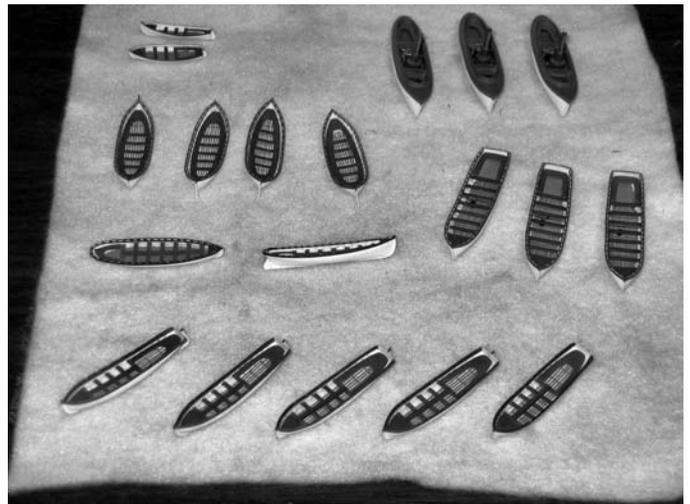
Next comes the forming process. The forming tool is a cigar box-like wooden construction of about six inches square and about two inches deep with the top of the box covered with a plate of perforated masonite, then a layer of metal window screen with a sealing rim of window insulation strips around the edges to help seal the box during the forming process. A plastic hose from the vacuum cleaner

connects to a hole in the side of the box such that when the vacuum is turned, on air is drawn down through the perforated top of the box. The mold master is fitted onto the top of the box, usually by having a peg fit into the mold that can slot down into the screening to be firmly held in place. Gary uses 0.020” polystyrene sheets that are clamped to a frame that also has weather stripping fixed to its edges. The frame with the sheet attached is heated in the toaster oven until soft (the heating time is arrived at by practice). When the polystyrene is soft, the frame is removed from the oven, placed on the forming tool, and the vacuum is turned on. The heat softened plastic is drawn snugly around the mold, forming the part required.



The Vacuum Forming Complete

The method needs some practice to get everything right but it has worked well and could be replicated by any modeler who needs many copies of the same part



The Final Results

MODEL KITS PREVIOUSLY FOR SALE

The following ship model kits donated by the estate of Jeff Gottlieb have been for sale. They will now be offered at auction at the December 17 meeting. The prices shown are the previous selling prices.

1. **LYNX** by Panart, LOA 35", Scale 1:62, \$100
2. **HARVEY** by Artesinia Latina, LOA 37", Scale 1:50, \$85
3. **RATTLESNAKE** by Mamoli, LOA 28", Scale 1:64, \$140
4. **PRINCE DE NEUFCHATEL** by Constructo, LOA 40", Scale 1:58, \$125
5. **BLUE SHADOW** by Mamoli, LOA 28", Scale 1:64, \$70
6. **NIAGRA** by Model Shipways, LOA 43", Scale 1:64, \$130

The '**BROADAXE**' is published monthly by The Ship Model Society of Northern New Jersey, a nonprofit organization dedicated to teaching and promoting ship modeling and maritime history. Membership dues are \$20.00 for the first year and \$15.00 per year thereafter.

Visit our Web Site at:

<http://www.njshipmodelsociety.org>

where an Internet version of the **BROADAXE** can be found.

Regular meetings are held on the fourth Tuesday of every month at 7:30 P.M. at the Millburn Free Public Library, 200 Glen Avenue, Millburn, New Jersey.

As mentioned in the "OLD BUSINESS" section, the following items are being made available by Jim Caulkins for auction on December 17. **All proceeds from these items will go to the SMSNNJ treasury.**

Item	RetailPr. (est., used)	Auct.Min.	Ref.
<u>Microlux Set</u> (new), hvy.duty Transformer Sander, belt Sander with holder, disc Sander, sword Saw, jigsaw/scroll Saw, Drill	\$509	\$170	Micro p.2/3
<u>Unimat 1 Tool System</u> (new)	290	97	Expo p.90
<u>Jarmac Disc Sander, Foot Speed Control</u>	(150)	38	Expo p.92
<u>Mantua Wood Lathe</u> (new), Transformer,	(120)	40	

Guests are always welcome.

Contributions to the **BROADAXE** are always welcome, and SMSNNJ members are encouraged to participate. Articles, shop hints and news items may be submitted directly to The Editor as typed manuscript, electronic files, or on 3.5" floppy discs. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

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5 chisels

<u>Electro-File</u> (new)	110	37	Micro p.36
<u>Wood and Metal Bender</u> (new)	100	33	Micro p.44
<u>Jeweler's Drill Press, Foot Speed Control</u>	(90)	23	
<u>Mini Scroll Saw</u>	(80)	20	
<u>Dremel Belt/Disc</u>	(80)	20	
<u>Mini Grinder</u> (new)	80	37	Micro p.95
<u>Dremel Router Base</u> (new, old model)	37	12	Micro p.19
<u>Dremel Right Angle Drive</u> (new, old model)	37	12	Micro p.19
Dremel or equivalent			
Model 275	(35)	9	
280	(45)	11	
320, new, variable speed with right angle drive	(97)	30	
750, 2 speed, cordless	37	13	Micro p.18
Master Mechanic, new, variable speed	(60)	30	
Makicraft, German	(60)	20	
<u>Kits</u> (new)			
Scientific Miss. Steamboat R. E. Lee	(100)	25	
A.J Fisher Great Lakes Tug, Edna G.	(90)	23	
Midwest Maine Lobster Boat	(90)	23	

"Micro" = MicroMark Catalog. "Expo" = Model Expo Catalog.

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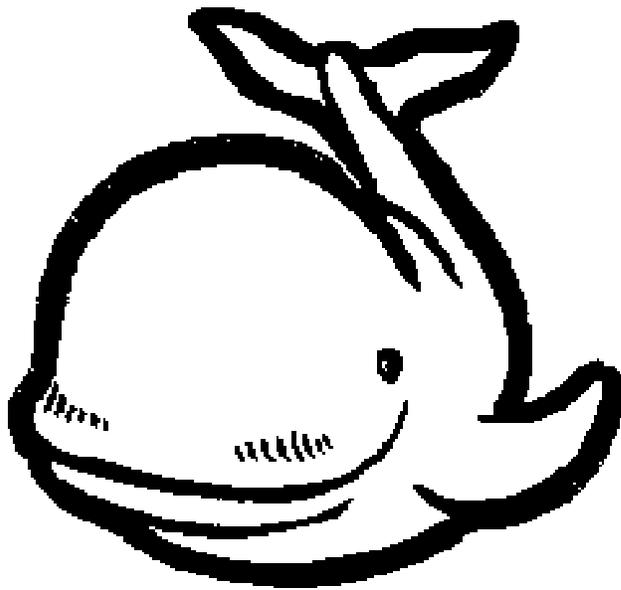
December 2002

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**NOTE THE EARLY DATE AND
TIME!!**

NEXT MEETING:

**December 17, 2002
7:00 PM**

**MILLBURN
PUBLIC
LIBRARY**

**White Whale
Auction**