



THE BROADAXE

NEWSLETTER
of
THE SHIP MODEL SOCIETY OF NEW JERSEY
Founded in 1981



Volume 28, Number 7

July, 2010

MINUTES OF THE REGULAR MEETING June 22, 2010

The meeting was called to order by Vice President, **Tom McGowan** at 7:40 PM with 21 members present. Two guests were in attendance, **Ray Vernon** and **Michael Cohen**. Since this was Ray Vernon's third visit, his application to join the club was voted on, and he was accepted. This was also Michael Cohen's second visit and we hope to see him again soon.

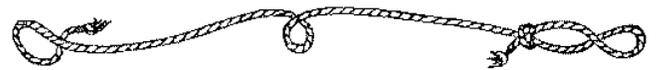
June is the club's election month, and the office of secretary has become vacant, and since only one person agreed to accept the job, **Larry Friedlander** was elected to fill that post.

Tom McGowan then informed us that he had a meeting with Bill Swinson, the librarian. Mr. Swinson clarified several points that had caused the club to believe that the Millburn library was not very interested in holding our collection of ship modeling and ship related books. Mr. Swinson said on the contrary, that the Millburn library was willing to hold the books and that the books would be made available to the general public and to members of the ship model club. Mr. Swenson said that any books donated would be catalogued and that any New Jersey resident would be able to borrow them. Barry Rudd then pointed out that during our visit to the Annapolis Museum, it was noted that the Nautical Research Guild has a lending library based there, and that maybe we could model our library on theirs.

Ollie Eriksen told the club that he had won his lawsuit against the government, and that he was now going ahead on the building of a new 30,000 ft.² building. Ollie informed us that he would be happy to hold onto the club's books in addition to his own large collection of ship related books in that new building and that there would be a person

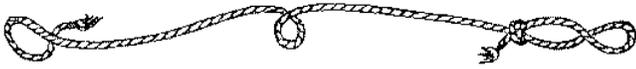
whose job it was to catalog our books and make them available to club members. It was also mentioned that libraries sometimes discard old books to make room for new ones and that if we held onto the books we would have better control of their use.

Barry Rudd showed us the Jim Roberts Award plaque which the club will keep. Each year the club will inscribe the name of the winner of the Jim Roberts Award and the plaque will be displayed at the joint clubs meeting every year. The club thanked Barry for his efforts in choosing the plaques and having them engraved.



BOOKS AND PUBLICATIONS

Barry Rudd brought in his copy of the book "Building a Miniature Navy Board Model" written by Philip Reed and published by the Naval Institute Press in 2009. Phillip Reed is a professional ship model builder. In this book he details how he builds a 1:192 scale model of the Royal George in a Navy board style. Mr. Reed demonstrates the use of many tools and many techniques in the building of this very small yet highly detailed model. The book is profusely illustrated with as many as five photographs on a page. Each photo in the book is numbered and its accompanying caption explains the tool or technique used.



SHOW AND TELL

Henry Schaefer brought in his model of the *Parma*. This is a 1/4 inch scale waterline hull carved out of wood. The *Parma* was originally built in 1902 in Scotland. It was designed to carry oil in cans. After ships were built specifically to carry oil, she was converted to carry freight. Henry has been working on the *Parma* for four hours a day for about six months. When he began, he used plans drawn by Underhill but after buying the book at the joint clubs conference, he decided to use the pictures from the book rather than the plans. Henry has decided not to show the sails set because they cover too much of the work done on the hull, but he may show them furled on the yardarms. Henry told us that this ship does not have ratlines, instead it has battens. Because the fittings and materials Henry has used on the ship have cost over \$800, he is considering building only kits in the future. But he doesn't like building ships that other people have built so he may continue as before.



Chuck Passaro brought in his model of the USF *Confederacy* which he is building as a prototype kit for Model Expo. The *Confederacy* was one of the first 13 frigates of the United States. It had an uneventful career but Chuck is building it because detailed plans of the ship after its capture by the British exist in the National Maritime Museum in England. It will be a plank on bulkhead, 3/16 inch to the foot model. Chuck is using no power tools because he wants to build it the same way as the average kit buyer will build it. As he builds it, he is writing a detailed construction manual and taking photographs to illustrate the process. The model will be built primarily of bass wood which Chuck is staining different colors, after sealing the wood with sanding sealer, to reproduce the woods used in the real ship. Some interesting details are the parquet floor created out of walnut and basswood and simulated bricks, made of wood, using files. Chuck also described the process of making castings from original sculptures and pointed out that as a kit goes through repeated production runs the quality of the castings decrease because they are copies of copies of copies.



Len Schwalm brought in his model of a U.S. Navy sub chaser built in 1917 during the First World War. It was one of about 450 built. The prototype was 110 feet long. Len's model is built to 1/74 scale. The model is a full hull plastic kit, modified by the addition of scratch built rails, rigging etc. This is a copy of an older Ideal plastic kit. Len was not happy with the plans and got a lot of his information from the U.S. Navy photo archives. Among other modifications, Len used 0.020" and 0.030" rod for the rails and stanchions. He replaced the kit dory with a metal one and covered that with tissue to represent a canvas cover. Len finished his model in airbrushed gray and then covered that with Dullcote thinned with lacquer thinner. Len reminded us of the need for a moisture trap on any air compressor. He bought the case at a garage sale for three dollars...a pretty good deal!



head sails full size but the main and mizzens on the model are only a third of their full size. Wayne used a hollow tube to simulate deck plugs.



During the break, **Michael Storch** distributed the plans for the Hannah to the group build participants. After a brief discussion it was decided to hold the next group build meeting at Tom McGowan's house at 11:00 AM on July 10th.



Wayne Thoen brought in his model of *Elsie*, a fishing schooner, originally built in 1910. The *Elsie* is a 1/8 inch to the foot solid hull Model Shipways kit which Wayne built in 1979. The model is rigged with sails which were made by Wayne's wife. Wayne is particularly pleased with the light air headsails which he believes the prototype would have used to get their catch into shore as quickly as possible. Wayne's wife made the light air



TECH SESSION

Instead of a tech session, **Dr. Stephen Fletcher** told us about his experiences and showed us photographs from the USS *Nimitz* and in Haiti after the earthquake in January.

Dr. Fletcher was a guest of his nephew on the *Nimitz* for a four day cruise down the west coast. The cruise began in Bremerton, Washington where about 1,000 family members boarded the ship. The *Nimitz* had been at sea for eight months and Bremerton was their first port. The *Nimitz*, at 30 years, is the oldest nuclear carrier in the fleet. The newest carrier in the fleet is the *George H.W. Bush*. Dr. Fletcher showed us photographs of his brother and nephew and of the Hawkeye plane his nephew flies. There is a Hawkeye squadron for every carrier afloat.

For the past 10 years Dr. Fletcher has spent one week a year in Haiti providing medical services at the Sacré Coeur Hospital. In past years, he would go every November but because he contracted Dengue fever, it was decided that it would be safer for him and his surgical residents to go in January when there were fewer mosquitoes about. This year Dr. Fletcher was scheduled to go from January 16 to the 23rd. On January 12, Haiti suffered a severe 7.0 earthquake. Sacré Coeur hospital is located in Milo, Haiti, about 70 miles north of Port-au-Prince and about 90 miles from the earthquake's epicenter. Sacré Coeur Hospital was the only hospital left functioning in all of Haiti. There were eight hospitals in Port-au-Prince. All of them were flattened, and many of the doctors were killed. About 230,000 people died in the earthquake. Dr. Fletcher arrived in Haiti on the last scheduled flight out of Fort Lauderdale to land before the airspace was closed. Dr. Fletcher's luggage arrived four days later.

Sacré Coeur, a 70 bed hospital, is funded by the Knights of Malta and some organizations in St. Louis. It is staffed by Haitian doctors and teams of visiting doctors from the United States. It normally does about 1,400 operations a year, delivers about 1,200 babies and sees 60,000 out-patients. Its budget is approximately \$1.3 million dollars a year. When the Coast Guard wanted to use their playing field as a helipad, the main office in Massachusetts looked them up on Google earth and read off the coordinates of the soccer field which the Coast Guard said was accurate to within a hundred feet and that's how the Coast Guard found the hospital.

Sacré Coeur took over two nearby schools and increased the number of available beds from 75 to 300 in two days. Before the earthquake, the hospital was doing five operations a day or about 35 week. After the disaster they were doing between 175 and 200 a week. Dr. Fletcher showed us many pictures of the waiting rooms, recovery areas, operating rooms and equipment. Only two rooms in the hospital are air-conditioned.

Helicopters landed between 15 and 20 times a day. At night they would land with the help of night vision goggles. Each helicopter would bring between three and six new casualties. The copters were based on the *George Vincent* and the *George H.W. Bush* aircraft carriers. Because the helicopters had only enough fuel to get back to their ship, they would keep their engines running. Doctors learned very quickly to approach the helicopters from the rear or the side because the rotors were tilted down towards the front.

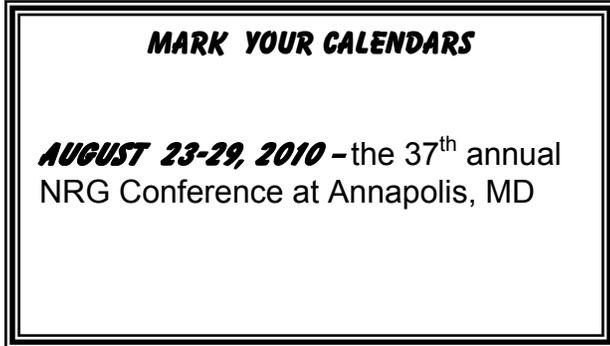
Clinic work dealing with such problems as tumors, goiters, and infections went on until it was overwhelmed by the number of casualties. The staff turned the delivery room into a third operating room. Consultation rooms were turned into treatment rooms, and a waiting room was converted into a pre-op area. Sacré Coeur Hospital received a lot of new equipment from corporate donors such as Philips. Phillips for example, donated a half million dollars worth of monitoring equipment and two technicians to set it up. Electricity was provided by a huge generator.

Early on in the emergency a triage system was put into place. Each incoming patient would have an identification tag. If the bottom or first slot was filled out, that indicated a minor injury. If the second slot was filled out, that indicated an injury that might require a day or two of care. If the third slot was filled out, that indicated a major injury. And if the fourth slot was filled out then that meant "you ain't going to make it". Patients also arrived with information written on tape and fastened to their foreheads to let doctors know what had already been done. Nurses kept things organized with wall charts and notices on the doors telling what was going on inside. Since Dr. Fletcher left, the hospital has acquired laptops which are now used to do the scheduling.

Because of the nature of the injuries, and because some of the injured had received no care for several days, many amputations were necessary. Infection was an ever present danger but because of the modern care that Dr. Fletcher and other volunteers provided, many lives were saved that would have otherwise been lost. Since Dr. Fletcher left Haiti, Sacré Coeur hospital has received many donations, such as 6 tent hospitals that can hold 40 patients apiece, and many pieces of modern medical equipment. One problem this brings is that the budget has been increased from \$1.5 million dollars a year to \$4 million a year. All this has been done through

the efforts of people like Dr. Fletcher, who give of themselves for the well-being of others. We thank him for his efforts in Haiti and an entertaining presentation.

The meeting adjourned at 10:00 PM



JULY 27, 2010 - TO BE ANNOUNCED

The '**BROADAXE**' is published monthly by The Ship Model Society of New Jersey, 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.njshipmodelsociety.org> where a Web version of the **BROADAXE** can be found. The **BROADAXE** is distributed by both US mail and e-mail in PDF format.

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.

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 e-mail. Handwritten notes or

other materials will be considered depending on the amount of editing and preparation involved.

Direct All Correspondence To:

BROADAXE EDITOR

Michael Gutsick, 34 Junard Drive, Morristown, NJ 07960
(973) 206-1004 E-mail: mikejgutsick@optonline.net

OFFICERS

PRESIDENT:

Robert Fivehouse, 53 Ironia Road, Randolph, NJ 07869
(973) 927-3426 E-mail: Fivehouse@verizon.net

VICE PRESIDENT:

Thomas McGowan, 36 Clover Hill Lane, Colts Neck, NJ 07722
(732) 946-8322 E-mail: jmcgcla@optimum.net

TREASURER:

Al Geigel, 453 Second Street, Dunellen, NJ 08812
(732) 529-5147 E-mail: algeigel@optonline.net

SECRETARY:

Larry Friedlander, 112 Holliday Lane, River Vale, NJ 07675
(201) 666-6984 E-mail: Twomai@gmail.com

WEBMASTER:

Michael Storch E-mail: mstorch@stro.com



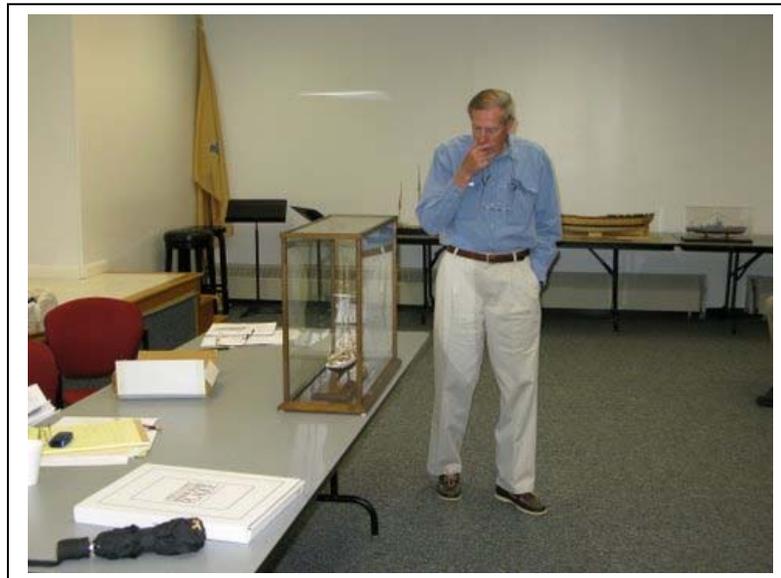
Some Photos of Our Show and Tell Presenters
PROVIDED BY LARRY FRIEDLANDER



Chuck Passaro



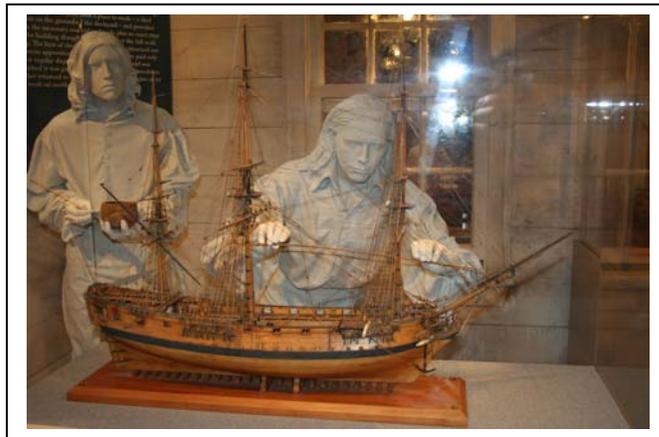
Len Schwalm



Wayne Thoen

Our Members in Annapolis

PROVIDED BY TOM RUGGIERO



THE BROADAXE

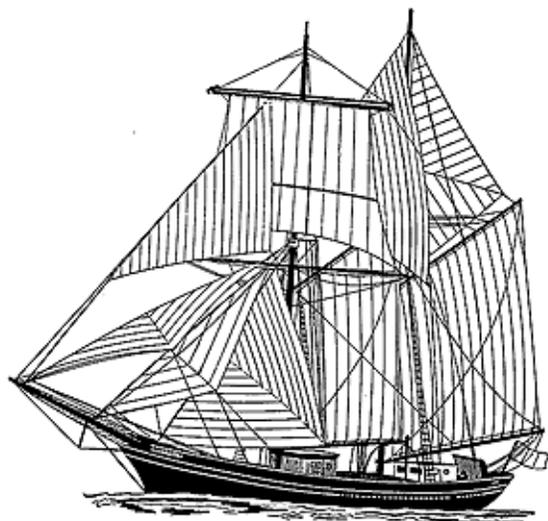
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Newsletter Editor:
Michael Gutsick
34 Junard Drive
Morristown, NJ 07960



NEXT MEETING:

July 27, 2010

7:30 PM

MILLBURN PUBLIC
LIBRARY

To Be Announced