



Volume 35, Number 4

Newsletter of the Ship Model Society of New Jersey

April 2017

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Our next club meeting is
April 24 at 6:45PM

**ROSELAND PUBLIC
LIBRARY**

APRIL NOTES...

The March meeting was opened at 1845 by our President, Jim Lavelle. Vice President Chuck was not able to attend this month. We welcomed back Barry Rudd, visiting from Florida. He is very happy to see us all and the feeling is mutual. Rich Lane was back for a second consecutive meeting. Since he is a returning member, the normal three meetings are not required. So, welcome back Rich! There were twenty two members and one guest, Mike Sabwar. Mike saw our exhibit at the Morris County Library and decided to come to a meeting. Note that we have had several prospects come to us via that exhibit. The meeting adjourned at 2035. [Click here](#) for photos.

President Jim discussed our new meeting format where we do the Tech Session, Show and Tell, and the other fun activities before the business meeting. He noted that last month we needed to leave before some of the necessary business of our club was discussed. To avoid this in the future, the Executive Committee will meet before the normal meeting time to plan out how much time needs to be spent transacting business. This means that the members need to let someone in the Executive Committee know of any items that need to be discussed, such as Joint Clubs, Model Exhibits, etc. Not mentioned is that the Secretary will continue to send out reminders and other items so that members can respond before the meeting if there are items that need to be addressed at the meeting.

Jim also reiterated that the Show and Tell and Books and Publications forms are available on our web site (click **Club Resources**, then **Downloads**). It makes everything much smoother if the forms are filled out by you prior to the meeting. It is even better if you email the filled out form to the Secretary before the meeting (Rich Lane did that and it was much appreciated). Jim notes that having these forms before the meeting allows him to allocate sufficient time to ensure that everyone has the opportunity to discuss whatever it is that they brought in. It was noted that the Show and Tell Form has limited space to type in model and building information. (**Ed Note:** After the meeting, the Secretary emailed Steve Maggipinto about this issue. Steve reformatted the form so that now an unlimited amount of text can be typed in. When you reach the end of the text box at the bottom of the form you can now continue typing (a scroll bar automatically appears). All the other fields, except the check boxes, also allow unlimited entry; they scroll to the right as you continue to type. Thanks, Steve).

Al Geigel presented the Treasurer's report. The treasury is very healthy.



UPCOMING EVENTS

APRIL

- 24 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor
- 29 - Joint Clubs Conference, New
London, CT

MAY

- TBD - Group Working Session
- 23 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

JUNE

- TBD - Group Working Session
- 3 - Farm Show, Pennsville, NJ
- 10 - Joint Clubs Meeting at Annapolis
- 27 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

On the Horizon

Dinner Cruise on Lake Hopatcong



April 24 - Making Belaying Pins.

Our next meeting is **Monday, April 24th**. After that, we will be back on the fourth Tuesday.

Due to some availability issues, the Saturday Workshops will be postponed for a month or two. We will resume soon.

Member Jerry Mann had surgery recently and is recovering nicely. President Jim has a get well card and will get it to Jerry. We hope to see Jerry at a meeting soon.

OLD BUSINESS



Northeast Joint Clubs Meeting in April — New York Shipcraft Guild has done an outstanding job organizing this Conference. It is coming up on Saturday, April 29 with several of us going up the Saturday before. Tom Ruggiero reports that the Jim Roberts competition organization is moving along well. There was some discussion on judging criteria, how fair it is, and how it was put together. Tom stated that a committee of members created this criteria, and tested it at our own show at Toms River Library several years ago. He also noted that the criteria address the relative amount of work between small rowed craft and models such as fully rigged ships that require significantly more work. He pointed out that for most of the competitions, several of the same models appeared independently as top contenders on each judges sheet. This indicates the fairness of the judging criteria.

The competitions have been very close. As in every competition, some years there were several models that could have won (separated by very few total points), but there can only be one winner. In subsequent years, any one of the prior year's top three or four could have won, but they were not in that year's competition. This is typical of any competition where you are comparing models to each other and there can be only one winner. Not unlike sports contests. Ossie asked if a winning model can win more than once. Ossie said that he has seen this happen. Although this may have happened with Best in Conference and People's Choice, in the Jim Roberts competition the winning model cannot be entered in subsequent years.

Next year, it is our turn to organize and run the Conference. The current Committee is Tom Ruggiero, Chuck, Al Geigel and Jeff Fuglestad. We will be liaising with Dan Pariser and the New York Club to make certain that we have a round table speaker and that all details for the Jim Roberts award are set up quickly and efficiently. We will need to give a deposit this year to reserve next year's conference.



Continued on Page 3

OLD BUSINESS



Naval Academy Tour — Roy Goroski has spoken to Don Pruel about arranging a joint meeting with the Annapolis Club and tour of the [Museum](#). We have had several emails about this Tour. After discussion, the tour will be Saturday, June 10. New York Ship Craft Guild asked if they could also be part of this trip. Unanimously, the members agreed that they can. Detailed information will follow by email.

NEW BUSINESS



Dinner Cruise on Lake Hopatcong — **Mason Logie**. Mason will be looking into having our annual luncheon as a dinner cruise of Lake Hopatcong this year. Mason asked for interest. There is, and he will be investigating a Saturday in July or August. Stay tuned.



Farm Show — **Tom Ruggiero**. On Saturday June 3, there will be a [farm show](#) in Pennsville, New Jersey. Last year, Tom Ruggiero was there representing SMSNJ along with several members of the Philadelphia Club. Tom reports that it was a great time, and you get to sit at a display table and work on your current project. If anyone is interested in attending with Tom this year, please let him know.

TECH SESSION

Mason's Logie's technical session described various methods of detailing and weathering, distressing, etc. He noted that quite a bit of care is required to avoid overdoing the weathering. There is a product that model train hobbyists use called "Weather Wood." The instructions are clear that you need to use it very sparingly as you watch the effect of the weathering. While he has used this product for weathering wood, Mason uses chalk for weathering plastic. He will bring in examples at a future meeting.



COAST GUARD CUTTER COMMISSIONING POSTER OFFER

Jim Lavelle received an email from a defense contractor who works for L-3 Communications. He is a graphic artist who makes commissioning posters for both Navy and Coast Guard Ships. He contacted Jim from our website because he had a photograph of the rescue boat that Tony Alworth had modeled. He provided the artwork for the poster for the cutter that was named for the person who manned the rescue boat. He told Jim that he was passing on a photograph of Tony's model to the Director of Homeland Security to place in their library. He has offered Tony, and any other member who wants one, a full size copy of the poster as well. If you would like a poster, please let Jim know.

20th Century History



SS EDMUND FITZGERALD

[SS Edmund Fitzgerald](#) was an American Great Lakes freighter that sank in a Lake Superior storm in November, 1975, with the loss of the entire crew. When launched on June 7, 1958, she was the largest ship on the Great Lakes, and she remains the largest to have sunk there.

For 17 years *Fitzgerald* carried taconite iron ore from mines near Duluth, Minnesota, to iron works in Detroit, Toledo, and other Great Lakes ports. As a "workhorse," she set seasonal haul records six times, often breaking her own previous record. Captain Peter Pulcer was known for piping music day or night over the ship's intercom while passing through the St. Clair and Detroit Rivers (between Lakes Huron and Erie), and entertaining spectators with a bullhorn at the Soo Locks with a running commentary about the ship. Her size, record-breaking performance, and "DJ captain" endeared *Fitzgerald* to boat watchers.

Carrying a full cargo of ore pellets with Captain Ernest M. McSorley in command, she embarked on her ill-fated voyage from Superior, Wisconsin, near Duluth, on the afternoon of November 9, 1975. En route to a steel mill near Detroit, *Fitzgerald* joined a second freighter, *SS Arthur M. Anderson*. The next

day, the two ships were caught in a severe storm on Lake Superior, with near hurricane-force winds and waves up to 35 feet high. Shortly after 1900, *Fitzgerald* suddenly sank in Canadian waters 530 feet deep, about 17 miles from Whitefish Bay near the twin cities of Sault Ste. Marie, Michigan, and Sault

Ste. Marie, Ontario—a distance *Fitzgerald* could have covered in just over an hour at her top speed. Although *Fitzgerald* had reported being in difficulty earlier, no distress signals were sent before she sank; Captain McSorley's last message to *Anderson* said, "We are holding our own." Her crew of 29 perished, and no bodies were recovered. The exact cause of the sinking remains unknown, though many books, studies, and expeditions have examined it. The incident led to changes in Great Lakes shipping regulations and practices that included mandatory survival suits, depth finders, positioning systems, increased freeboard, and more frequent inspection of vessels.

Data for this article from [Wikipedia](#)

Fitzgerald was built by the Northwestern Mutual Life Insurance Co. and named for its President and Chairman. She was the first laker built to the maximum St. Lawrence Seaway size, 730 feet long by 75 feet wide, with a draft of 25 feet. The ore carrier had a deadweight capacity of 26,000 long tons and was 729 feet long, making her the longest ship on the Great Lakes and earning her the title Queen of the Lakes. By November 1975, *Fitzgerald* had logged an estimated 748 round trips on the Great Lakes and covered more than a million miles, "a distance roughly equivalent to 44 trips around the world." Freshwater ships were routinely built to last more than half a century, and *Fitzgerald* should still have had a long career ahead of her when she sank.

The vessel left Superior, Wisconsin, at 1415 on the afternoon of November 9, under the command of Captain Ernest M. McSorley. She was en route to the steel mill on Zug Island, near Detroit, Michigan, with a cargo of 26,116 tons of taconite ore pellets. Around 1700, *Fitzgerald* joined *SS Arthur Anderson* under the command of Captain Jesse B. "Bernie" Cooper, destined for Gary,

Indiana, out of Two Harbors, Minnesota. The weather forecast was not unusual for November and the National Weather Service (NWS) predicted that a storm would pass just south of Lake Superior by 0700 on November 10. At 1900 the NWS altered its forecast, issuing gale warnings for the whole of Lake Superior, and at 0200 the next day, upgraded these to storm warnings. *Anderson* and *Fitzgerald* altered course northward seeking shelter along the Ontario coast where they

encountered a winter storm at 0100 on November 10. *Fitzgerald* reported winds of 52 knots and waves 10 feet high. Until then, *Fitzgerald* had followed *Anderson*, which was traveling at a constant 12.7 knots, but the faster *Fitzgerald* pulled ahead at about 0300. After a temporary drop in velocity and shift in direction during the morning hours, wind speeds picked up rapidly and it began to snow at 1445, reducing visibility; *Anderson* lost sight of *Fitzgerald*, which was about 16 miles ahead at the time. Shortly after 1530, McSorley radioed *Anderson* to report that *Fitzgerald* was taking on water and had lost two vent covers and a fence railing. The vessel had also



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developed a list. Two of *Fitzgerald's* six bilge pumps ran continuously to discharge shipped water. McSorley said that he would slow his ship so that *Anderson* could close the gap between them. Shortly after 1610, McSorley called *Anderson* again to report a radar failure and asked *Anderson* to keep track of them. *Fitzgerald*, effectively blind, slowed to let *Anderson* come within a 10-mile range so she could receive radar guidance from the other ship. For a time, *Anderson* directed *Fitzgerald* toward the relative safety of Whitefish Bay. Some time later, McSorley told Woodard, "I have a 'bad list,' I have lost both radars, and am taking heavy seas over the deck in one of the worst seas I have ever been in." By late in the afternoon of November 10, *Anderson* logged sustained winds as high as 58 knots with 70-to-75-knot gusts, and rogue waves as high as 35 feet. The last communication from *Fitzgerald* came at approximately 1910, when *Anderson* asked how she was doing. McSorley reported, "We are holding our own." She sank minutes later. No distress signal was received, and at 1920, *Anderson* lost the ability either to raise *Fitzgerald* by radio or to detect her on radar. Searches for the stricken vessel were immediately undertaken by ships in the area and several others dispatched by the US Coast Guard, but nothing was found.

On November 14, a U.S. Navy Lockheed P-3 Orion, equipped to detect magnetic anomalies usually associated with submarines, found the wreck. *Fitzgerald* lay about 15 miles west of Deadman's Cove, Ontario, 17 miles from the entrance to Whitefish Bay in Canadian waters close to the international boundary. From May 20 to 28, 1976, the U.S. Navy dived the wreck using its unmanned submersible, *CURV-III*, and found *Fitzgerald* lying in two large pieces. Navy estimates put the length of the bow section at 276 feet and that of the stern section at 253 feet. The bow section stood upright in the mud, some 170 feet from the stern section that lay capsized at a 50-degree angle from the bow. In between the two broken sections lay a large mass of taconite pellets and scattered wreckage lying about, including hatch covers and hull plating.

Theories on the Cause of the Sinking

Extreme weather and sea conditions play a role in all of the published theories regarding *Fitzgerald's* sinking, but these differ on the other causal factors. These included:

Wind and Waves Theory. In 2005 NOAA and the NWS ran a computer simulation, including weather and wave conditions, covering the period from November 9, 1975, until the early morning of November 11. The analysis showed that the maximum sustained winds reached near hurricane force of about 70 mph with gusts to 86 miles per hour at the time and location where *Fitzgerald* sank.

Rogue Wave Theory. A group of three rogue waves, one-third larger than normal waves and often called "three sisters," was reported in the vicinity of *Fitzgerald* at the time she sank. When the first wave hits a ship's deck, before its water drains away the second wave strikes. The third incoming wave adds to the two accumulated

backwashes, suddenly overloading the deck with tons of water.

Cargo Hold Flooding Theory. The July 26, 1977, USCG Marine Casualty Report suggested that the accident was caused by ineffective hatch closures. The report concluded that these devices failed to prevent waves from inundating the cargo hold. The flooding occurred gradually and probably imperceptibly throughout the last day, finally resulting in a fatal loss of buoyancy and stability. As a result, *Fitzgerald* plummeted to the bottom without warning.

Shoaling Theory. The Lake Carriers Association believed that instead of hatch cover leakage, the more probable cause of the loss was shoaling or grounding in the Six Fathom Shoal northwest of Caribou Island when the vessel "unknowingly raked a reef" during a time the Whitefish Point light and radio beacon were not available as navigation aids. This theory was supported by a 1976 Canadian hydrographic survey, which disclosed that an unknown shoal ran a mile further east of Six Fathom Shoal than shown on the Canadian charts.

Structural Failure Theory. Another published theory contends that an already weakened structure, and modification of *Fitzgerald's* winter load line (which allows heavier loading and travel lower in the water), made it possible for large waves to cause a stress fracture in the hull. This is based on the "regular" huge waves of the storm and does not necessarily involve rogue waves. The stress fracture theory was supported by the testimony of former crewmen.

Topside Damage Theory. The USCG cited topside damage as a reasonable alternative reason for *Fitzgerald* sinking and surmised that damage to fence rail and vents was possibly caused by a heavy floating object such as a log. Historian and mariner Mark Thompson theorized that the loss of the vents resulted in flooding of two ballast tanks or a ballast tank and a walking tunnel that caused the ship to list and eventually flooded the cargo hold.

Whatever the cause, the tragedy led to significant changes to Great Lakes shipping practices. The USCG investigation of the *Fitzgerald* sinking resulted in 15 recommendations regarding load lines, weathertight integrity, search and rescue capability, lifesaving equipment, crew training, loading manuals, and the provision of information to masters of Great Lakes vessels.

The loss of the *Fitzgerald* has become a subject of folklore over the years. The fame of *Fitzgerald's* image and story have made it public domain and subject to commercialization. Memorabilia on sale include Christmas ornaments, T-shirts, coffee mugs, beer, videos, and other items commemorating the vessel and its loss. One of the most famous memorials to the tragedy, one I remember well from the '70's, is Gordon Lightfoot's haunting ballad, [*The Wreck of the Edmund Fitzgerald*](#). For an awesome photo essay of what waves on the Great Lakes can look like in Autumn, [click here](#).

A POOR MAN'S MICROSCOPE *by Barry Rudd*

Attention smartphone users: Tired of headaches and "helmet-head" caused by your Optivisor? Florida member Barry Rudd has devised an alternative for you...

Using mostly materials he already had lying around his workshop, Barry put together a device for his iPhone6 that makes a nifty magnifier. It consists of 3 basic parts:

- A holder in which the iPhone sits (Fig. 3)
- A base with a post on which the holder rests above the work surface (Figs. 1, 2)
- A ceramic tile used as a flat surface for cutting and trimming purposes, with green and red rectangles to show the field of view at 1/2 and full magnification (the rectangles make it easier to identify the working area under the iPhone - see Page 7). The tile is optional.

When Barry first came up with his idea, he went in search of a magnification app to use with his iPhone. After investigating a few of these, he settled on one from [Falcon in Motion](#). According to Barry, "There are a lot of magnifying apps, but I believe this is the best one. It has some handy features that the other ones don't have. The one slight problem is that the image has a slight delay as you move around under the camera lens. Not a big problem." This app has both magnification and light settings. Click the link above for a full list of features.

Barry has an iPhone 6s. It has a larger screen than the regular iPhone. But the stand can be constructed to use any iPhone or iPad, Android or tablet. If anyone has any questions, they can feel free to contact Barry by phone or email: 201-280-6353 or metrolimo@gmail.com. See the next page for more photos. Thanks, Barry!

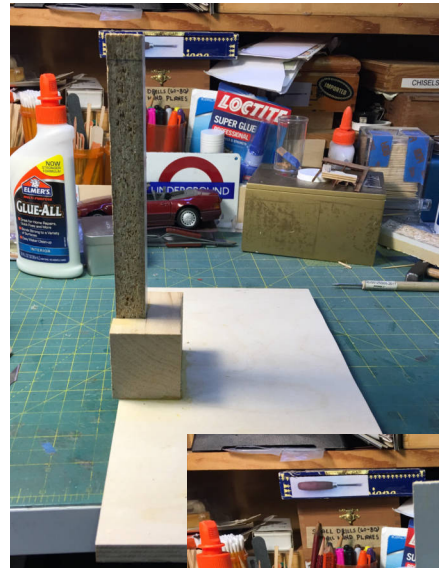


Fig. 1



Fig. 2

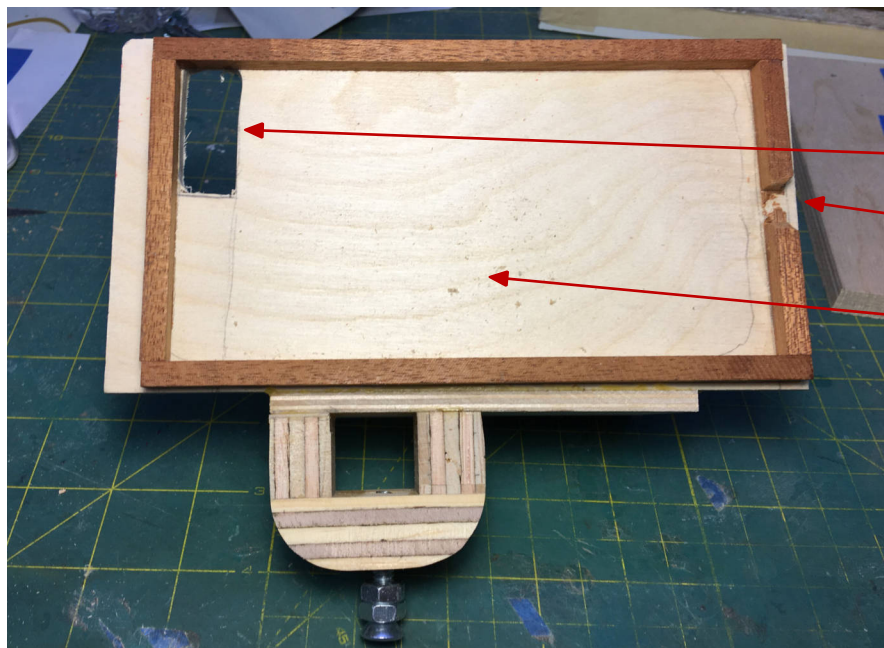
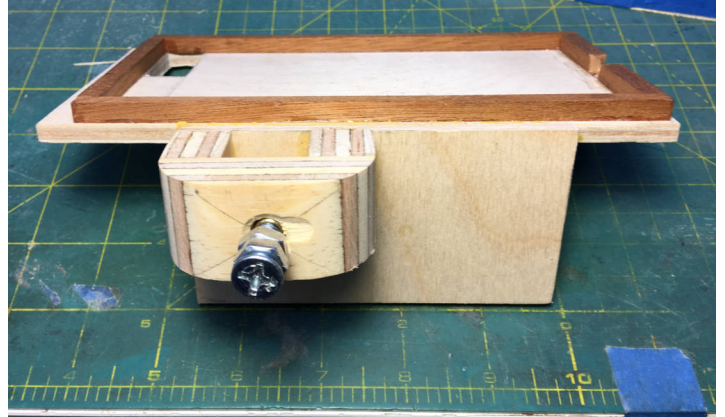
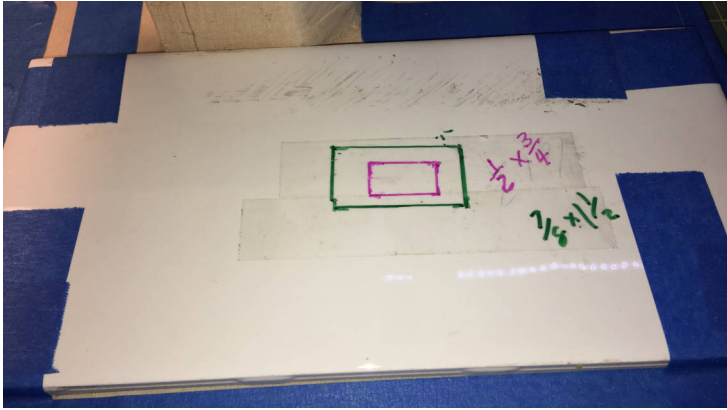
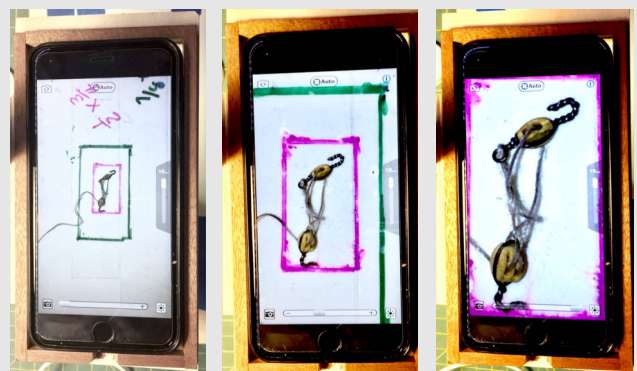
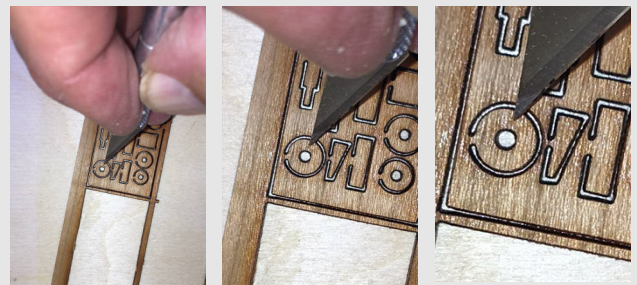


Fig. 3

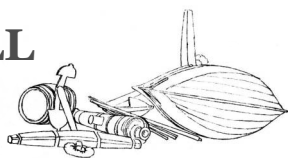
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LEVELS OF MAGNIFICATION



SHOW AND TELL



John Maughan brought a different *Rattlesnake* from the one we saw last month. John brought in the keel, keelson, stem and sternpost assembly from the [Lumberyard timbering set](#). This model was started by our late friend, Tom McGowan, and uses plans by Harold Hahn. This is a stylized full frame model at 1:48 scale. The frames are of Castello boxwood. When John acquired the model he noted a significant hog in the stem. It is noted that the model at that time had all of the full frames in place. John was very impressed by Tom's workmanship, and he really likes the *Rattlesnake*. Larry Friedlander noted that Tom would have been very pleased to know that what he had started went to someone who knows the ship and appreciated what he had done. Larry would be delighted to know that someone will be finishing it. Since there are plans, but no instructions, John will be looking at Hahn's publications. It was suggested that he also look to the Model Ship World (MSW) Website.

John removed the frames and will be attempting to straighten the keel. He received several ideas from the members, from dry heat to soaking and bending to weighting the keel down while applying heat. We're sure that John will be successful. We hope so because this has the potential to be a very handsome model.



Mike Sabwar, joining us for his first meeting, showed a model of the cutter *Katy*. Mike discovered SMSNJ from our Morris County Library Show. Mike has a [Model Shipways kit of Katy](#), the original Bogota kit in the yellow box that he bought in the '70s. He has finished the hull but he has many questions about the brass fittings and rigging. At the break, several of the members discussed his questions with Mike and gave him some pointers on where to go for other information. We also advised him that our Saturday workshops would be ideal to help him out. We hope to see you again, Mike.



SHOW AND TELL



Richard Lane brought a model of [L.A. Dunton](#), a sailing schooner. *L.A. Dunton* was designed by Thomas McManus and was home ported in Boston. She participated in the 1922 International Cup Elimination Trials. The schooner *Henry Ford* went on to win the trials but was defeated by the Canadian *Bluenose*. *Dunton* is now a floating Museum at Mystic Seaport.

Richard has been working on this model for some time. He started on it again right after last month's meeting. The *Dunton* is a semi-knock about Fishing Schooner, built in 1921. The model is 1:64 scale and is scratch built with plans from [Mystic Seaport](#) as well as many photographs. Richard notes that Eric Ronnberg Jr's research of [American Fishing Schooners](#) was a tremendous help. Last but not least is Howard Chapelle's [American Fishing Schooners](#).

Particularly impressive is the use of color and weathering on this model. An excellent job, Richard. Richard picked this model up again after quite some time. He felt that some of the running rigging could have been better, but he elects to just keep moving with it. He said that the windlass was particularly challenging with all of the various gearing, etc. He found a company on the Internet that sells the internal workings of old watches and used this as the source for some of the gears; they are fairly inexpensive. We also had a discussion of various methods of doing ratlines so that the shrouds do not pull it to form an hourglass look. This is a very well done model.



SHOW AND TELL



Larry Friedlander is an excellent painter, especially of figures. Larry arrived at the March meeting with a figure of Lord Nelson that he painted for a friend. This figure of Nelson, as he appeared shortly before the battle of Trafalgar and his death, is sold by [Andrea Models](#). Nelson lost sight in his right eye during fighting ashore on Corsica in 1794, and he lost his right arm during an assault on Corsica in 1797. The figure is a nominal 54 mm which translates to about 1/32 scale. The figure was painted using acrylics from various manufacturers and is mounted on a boxwood base simulating the deck of a ship. If you have taken Larry's painting class, you know the multistep painting process that he uses that enhances the shading of color variance across folds in clothing, etc. As you can see from the photographs, this figure looks very lifelike. A great job, Larry.

A second demonstration of Larry's excellent painting techniques is the stern gallery insert from the [Revell Constitution](#) kit. We are all familiar with the 1:96 scale plastic kit that has been around for almost fifty years. The model is being built by Ossie Thalmann; Ossie asked Larry to paint the stern for him. The kit instructions produce a product that differs in color scheme from other guides for the ship. There were several different themes over the life of *Constitution*. Larry does a very good job using shading to add depth so that the three dimensions of the piece are apparent. The *Constitution* is a 44-gun frigate that was named by George Washington. She is still in commission. Excellent job, Larry. Now Ossie just needs to attach the stern gallery to the ship.



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 by both US mail and 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.

Direct All Correspondence To:

Tom Ruggiero
54 Peach Orchard Dr, East Brunswick, NJ 08816
(732) 257-6063
Email: trugs@comcast.net

Club Officers

PRESIDENT:

Jim Lavelle
11 Red Twig Trail, Bloomingdale, NJ 07403
(973) 492-9407
E-mail: jmlavelle2@gmail.com

VICE PRESIDENT:

Chuck Passaro
175 Orient Way, Rutherford, NJ 07070
(201) 507-5310
E-mail: cpassaro123@gmail.com

TREASURER:

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

SECRETARY:

Tom Ruggiero
54 Peach Orchard Dr, East Brunswick, NJ 08816
(732) 257-6063
Email: trugs@comcast.net

WEBMASTER:

Chuck Passaro
E-mail: cpassaro123@gmail.com