



Volume 36, Number 7

## *Newsletter of the Ship Model Society of New Jersey*

*July 2018*

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Our next club meeting is  
**July 24th at 6:45PM**

**ROSELAND PUBLIC  
LIBRARY**

### JUNE NOTES...

The June meeting was opened at 1845 by President, Chuck, who welcomed 20 members and two guests. The first guest was Douglas McKenzie attending his second meeting. Welcome back, Doug. The second guest was Bill Neyenhouse who drove up from Barnegat (see more about Bill, AKA Santa, in "New Business" below). The meeting was adjourned at 2050, whereupon several members proceeded to the Caldwell Diner. [Click here](#) for meeting photos.

Chuck reminded those at the meeting that we have asked for completed models so they might be photographed. The only completed model brought in June was Mike Rogers' Long Boat.

Vice President Larry surprised us at the June meeting with a survey he had prepared to gather members' wishes, opinions and modeling preferences – something to help us keep the club fresh and interesting for our members. We have conducted surveys in the past, but these were expected to be completed after the meeting – a practice that has historically resulted in something other than an overwhelming response. This year, Larry distributed the survey at the meeting break. And, drawing on his experience as a teacher, Larry specified that the survey was to be completed and returned by the end of the break. This worked well. An electronic version will be sent out to members who were not able to attend the meeting. We plan to have results at our July session.



Tom Ruggiero presented the Treasurer's report. We have a good balance in the club account. The current plan is to transfer our funds to a new bank that is more suitable and economical given the needs of SMSNJ. In that regard, if you have a check that you haven't cashed as yet, please do so.

There was no Tech Session at the June meeting in order to provide time for the survey.

Next month's meeting is Tuesday, July 24th. The next Saturday Workshop will be held on July 21st at Chuck's house.



## UPCOMING EVENTS

### JULY

21 - Group Working Session

24 - Monthly Meeting

6:45PM, Roseland Public Library,  
1st Floor

### AUGUST

TBD - Group Working Session

28 - Monthly Meeting

6:45PM, Roseland Public Library,  
1st Floor

### SEPTEMBER

TBD - Group Working Session

25 - Monthly Meeting

6:45PM, Roseland Public Library,  
1st Floor



## OLD BUSINESS



**Annual Dues.** Payment was due at the June meeting. If you not paid yet, please send your check to Tom. His address is on the last page of the newsletter.

**Plaque in Memory of Al Geigel.** The plaque that we had commissioned for our late friend and Plank Owner was presented to his wife Gracie on June 27th. Bill Brown, Tom Ruggiero, Ken Schuetz and Nick Starace met at Gracie's home in Dunellen. Al's daughters were there along with Wayne Simpson, his son in law. Grace and her family were very flattered and appreciative of the SMSNJ presentation; the club meant a lot to Al and Grace. Here is the email that we received from Mary, Al's daughter:

*Today was lovely and much appreciated.  
Thanks to all for making the day and memories  
so meaningful to Mom and the rest of us. 😊  
p.s. Please spread the word to Bill, too. Dad  
doesn't have his email on his roster. Thanks!*



## NEW BUSINESS



**Books and Kits Donated to the Club.** Bill Neyenhouse drove up from Barnegat for our June session. He was in Alaska about four weeks ago on his way to shake up the reindeer in the North Pole (Bill is a professional Santa Claus: see his [Facebook page](#)). He is also a Navy veteran and Tin Can Sailor. He and his wife recently visited their daughter in Juneau and learned of a friend of their daughter's husband who had recently passed on. The deceased appreciated fly tying and ship modeling, although he never actually built any models. Bill's daughter has a home right in the harbor on Douglas Island, is a volunteer in several museums and is heavily involved with the Lions Club. Her wish was that the kits go to veterans, of which we have several. So she donated two kits, a Model Shipways Benjamin W. Latham and an Artesania Latina Bluenose II, along with several books, to the club. SMSNJ appreciates the donation.

**Future Projects.** Chuck discussed a new proposal for a

group build, a 1:24 scale fully framed long boat. As an adjunct, we will be making sails for a full rig. It promises to be a simple project with learning opportunities, and will be of relatively short duration. Chuck will be basing this project on two very well done and presented models in the Rogers Collection at the Naval Academy. Chuck asked who might be interested in this subsidized venture, with the understanding that those electing to join actually work on the project. Ten people raised their hands; more to follow.

**Website Gallery.** Chuck announced that our website host no longer supports the software that we previously used to upload and display photographs. He asked that we take detailed digital photos of our completed models to display on the website. For those without the equipment or desire to take the pictures, we will be having a meeting where we bring in our completed models so Steve can photograph them.

**Club Apparel.** Some members have inquired about hats and shirts. Tom will explore options and costs.

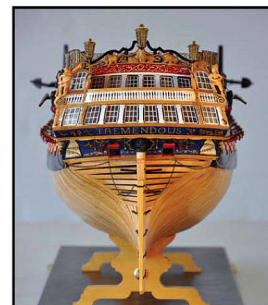
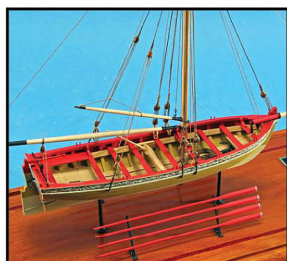
**Merchant Marine Academy and Fort Schuyler.** Dan Pariser is working with the museum at the Merchant Marine Academy at Kings Point, Long Island. He can arrange a tour of the grounds and museum as well as a behind the scenes tour. Dan also has contacts at Fort Schuyler, a location that has an excellent museum, including a large collection of miniature recognition models. Stay tuned for more information.

## 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](http://www.thenrg.org) or call 585 968 8111



PENNSVILLE 2018. Attended by Tom Ruggiero, Bill Brown and Ossi Thalmann — June 2, 2018.





## BOOKS AND PUBS

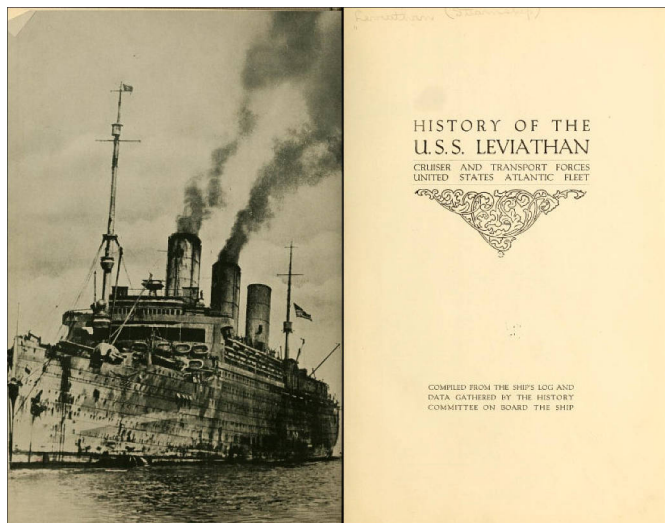


### HISTORY OF THE USS LEVIATHAN

— US Navy History Department, brought in by Dan Pariser

Dan's next commission is a model of the USS *Leviathan*. *Leviathan* was the seized German Liner "Vaterland". *History of the USS Leviathan* was authored by the US Navy History Department and published by the Navy in 1919. The book is one of the sources for Dan's model. His client wants the starboard side completed as the liner, with the port side shown as the troopship, including its dazzle camouflage. During World War I, the ship transported 100,000 troops to France and even more back; up to 14,000 per trip.

Unfortunately, the book is now out of print. However, an organization called [The Internet Archive](https://www.archive.org/) has published a digital version. The Internet Archive is a 501(c)(3) non-profit that is building a library of Internet sites and other cultural artifacts in digital form. Like a paper library, they



provide free access to researchers, historians, scholars, the print disabled, and the general public.

Access to *History of the USS Leviathan* is available at [this link](https://www.archive.org/details/history-of-the-uss-leviathan-1919-us-navy-history-department/page/n5/mode/2up). The document is best viewed "Full Screen" (F11 in Windows). See the graphic below. Note the arrows at the bottom that are used to turn pages, the magnifying glasses at the top for zoom purposes, and the speaker that can be used for a digital read. The file can be downloaded as a PDF as well.

[History of the U. S. S. Leviathan, cruiser and transport forces, United States Atlantic Fleet](#)
[PDF/ePub](#)

### Roster of Officers

Cruiser and Transport Force  
United States Atlantic Fleet

Vice-Admiral ALBERT GLEAVES, United States Navy  
Commander Cruiser and Transport Force,  
U. S. Atlantic Fleet

**U. S. S. Leviathan**

**CAPTAINS**

Oman, Joseph W., Capt., U.S.N.  
Bryan, Henry F., Capt., U.S.N.  
Phelps, William W., Capt., U.S.N.  
Durrell, Edward H., Capt., U.S.N.

**EXECUTIVE OFFICERS**

Jeffers, William N., Comdr., U.S.N.  
Blackburn, John H., Comdr., U.S.N.  
Stanton, Adolphus, Comdr., U.S.N.

**NAVIGATORS**

Mannock, Frank D., Lieut.-Comdr., U.S.N.  
Cunningham, Harold A., Lieut.-Comdr., U.S.N.R.F.

**GUNNERY OFFICERS**

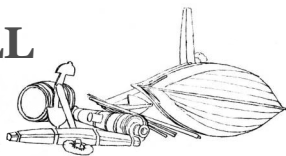
Osborne, Charles F., Lieut.-Comdr., U.S.N.  
Boucher, Greed H., Lieut., U.S.N.  
Bateman, Arnold H., Lieut., U.S.N.

NOTE: Captain J. W. Oman, U.S.N., assumed command on July 23, 1917, being relieved by Captain Henry F. Bryan, U.S.N., on March 3, 1918, who in turn was relieved by Captain W. W. Phelps, U.S.N., on Sept. 21, 1918, who in turn was relieved by Captain Edward H. Durrell, U.S.N., on April 4, 1919, and who now is in command.

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## SHOW AND TELL

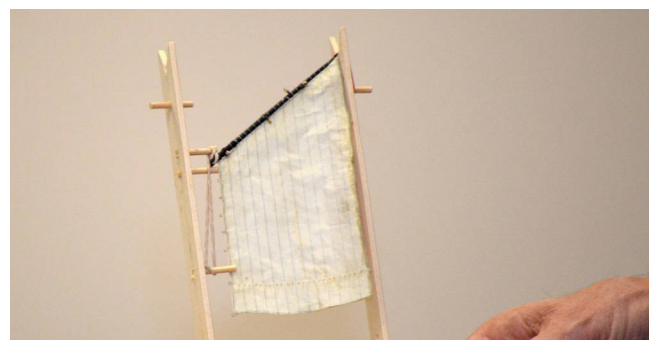


### Liverpool Mizzen Sail — Tom Ruggiero

Tom brought in the Mizzen Sail that he had made using the technique he demonstrated a few meetings back.

The first sail that Tom made was too narrow and the gaff was too long. He made a new sail and shortened the gaff. The sail is attached by robands. These are rope bands that are installed two per cloth (the cloth being 16 to 20 inches wide). There is only one row of reef points on this sail. Note that the reef points use one inch size rope. That is one inch circumference. For the scale Tom is modeling (1:96), that works out to a line .004" in diameter, very small but clearly visible. The sail can be reshaped by simply wetting it. A hair dryer can be used to add the belly of a sail that is drawing.

Next time you see this model, the sail will be laced to the mast.



### Charles W. Morgan — Don Otis

Don had this Model Shipways kit of the *CW Morgan* in his possession for quite some time before he opened the box. When he finally took a look, he was amazed at how extensive the kit was and how much effort would be required to complete it. Nevertheless, the hull is completely planked. Don said that it will take him a least a year and a half to finish. Given his history, we expect that Don's *Morgan* will be completed a lot sooner.



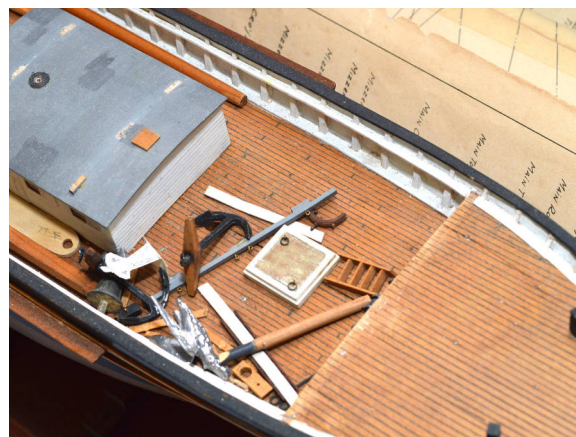


## SHOW AND TELL



### Sea Witch — Bill Brown

*Sea Witch* was built in 1846. Bill's model is a 1:96 scale kit with a hull length of 24½ inches. Bill was given the unfinished kit by Jane Wille who inherited it from her dad. Jane contacted our club last month to see if anyone might be interested in completing the project. Her father received the model from her mother in the 50s and unfortunately it never got finished. *Sea Witch* is a Marine Model #1079 kit of the clipper ship as she appeared when launched. It's a large model and Mr. Wille certainly had excellent modeling skills judging from the work done so far. Its restoration could be a great project for anyone passionate about clipper ships and the impact they made on maritime history. There is a fair amount of information available on the Internet to aid in a restoration. Bill has decided to take on finishing the build. We look forward to his progress with this good looking model.



Sea Witch  
1846

A Partially Completed Solid Hull Kit in Need of  
Restoration

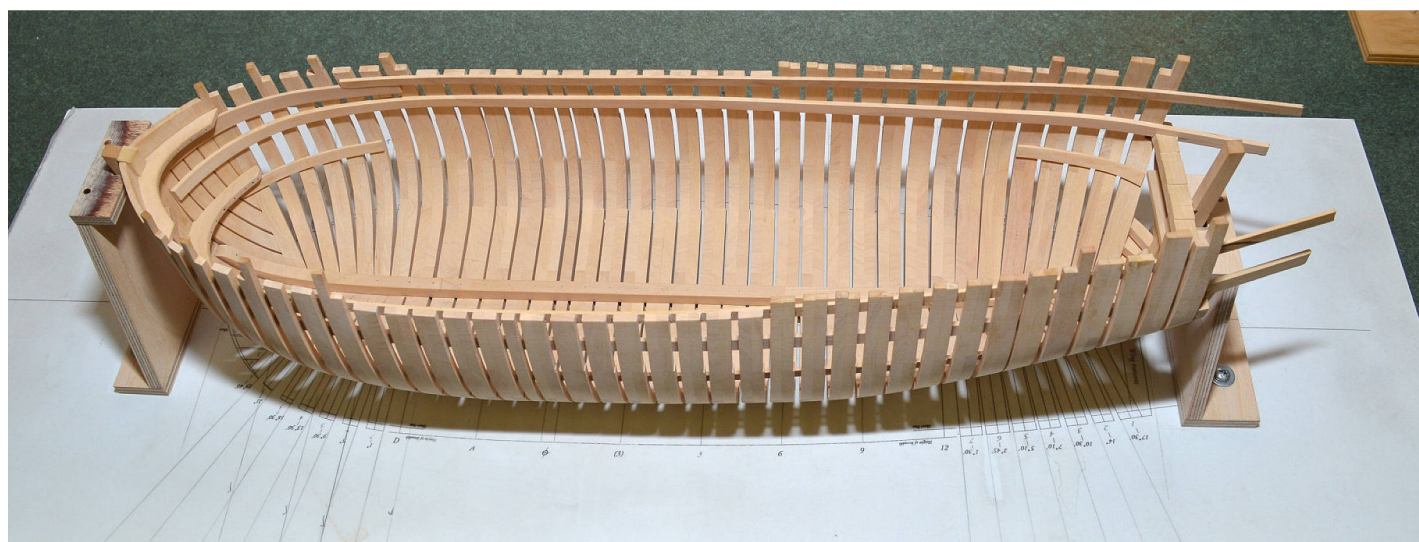
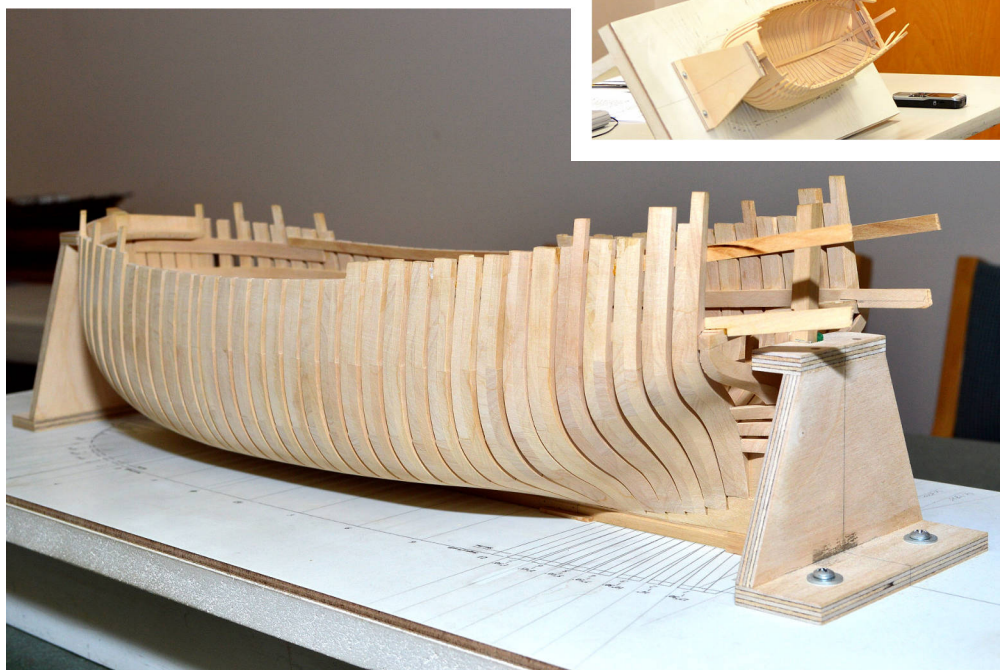


## SHOW AND TELL



### Hoy — Mike Rogers

Mike brought in his handsome model of the *Hoy* in 1:48 scale. It's being built using David Antscherl's plans and his recently released book. Since the last time he showed it, Mike has finished most of the fairing of the frames, producing copious saw dust (about a shoe box worth) in the process. He has installed all the clamps for the decks and platforms. A great job, Mike.





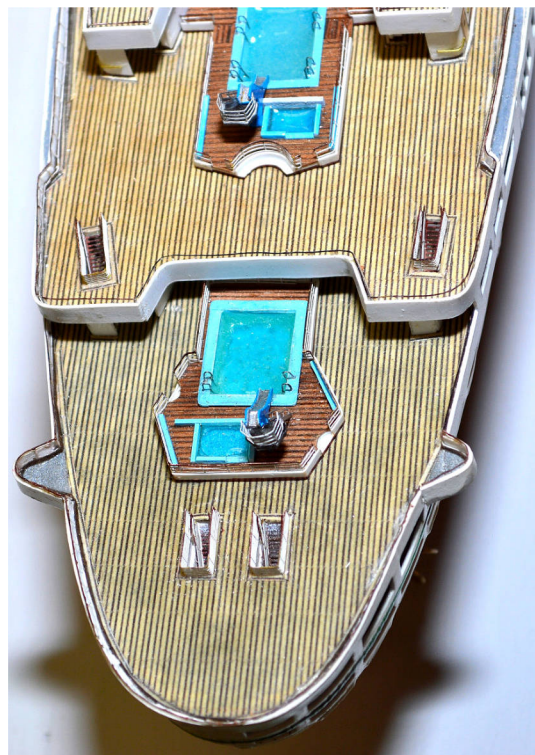
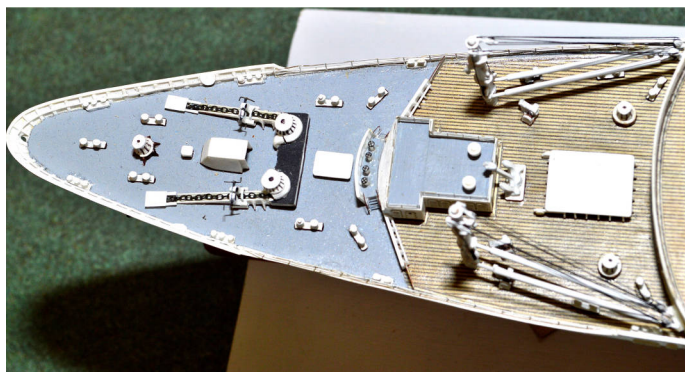
## SHOW AND TELL



### Michelangelo — Dan Pariser

The *Michelangelo* was an Italian liner built in 1962 and scrapped in 1991. She was considered one of the most beautiful liners at the height of the elegant era of transoceanic liners. Dan's model is 1:350 scale making for a hull that is 31 inches long. The hull is carved basswood, assembled by the lift method and sheathed in plastic sheet. All windows are self made decals and the model has photo-etched railings and ladderways. Many of the deck fittings are modified Bluejacket pewter castings. The rigging stays were made using ["Accu-Flex" beading line](#) in diameters of .007" and .0095". Both lines are 7 strand stainless steel with a clear plastic coat and both were bought on Amazon for about \$10 per 100 feet.

The lattice funnels are 3-D printed. This was done at the suggestion of a member of the Connecticut Club. It was Dan's first experience with 3-D printing and he is very satisfied. The Connecticut Club member made one set that was very close. Dan asked him to redo it and the second set was right on. Cost of this method was very small considering the large amount of work that it saved Dan. Next task will be hanging the life boats that used davits made specifically for this ship. Dan took a photograph of one of the davits and traced it in Corel Draw. He then sent the file to Chuck, who was able to laser cut the parts. It looks great, Dan.







## Naval History and Heritage Command

The Naval History and Heritage Command traces its lineage to 1800 when President John Adams asked Benjamin Stoddert, the first Secretary of the Navy, to prepare a catalog of professional books for the secretary's office. Today, the NHHC is the central resource for today's operational Navy and acts as the service's institutional memory. The NHHC manages the official history program of the United States Navy, fulfilling its mission to strengthen the Navy's effectiveness by preserving, analyzing, and interpreting the service's hard-earned experience.

### Scenes from our Navy, Combat Art of the Twenty-First Century

The Combat Art Program is a core component of the Navy Art Collection at NHHC. It began in 1941 when Griffith Baily Coale approached the Navy with the idea of forming a small unit of artists that would accompany sailors into action to document wartime events as they were unfolding. The artworks they created could be used for information and morale building purposes. The plan received approval and by 1944 Coale was joined by seven other artists as active duty members of the Navy Reserve. It continued until demobilization in 1946.

The program was revived during the Korean War with three artists who also served with the Navy Reserve as combat artists. During the Vietnam War the program was "civilianized" with the assistance of two fine arts associations. Select members of these groups received travel orders and supplies to go out for short periods of time to observe US Navy activities. The artworks they created were accepted into the Navy Art Collection. Since then, active duty reservists have served as combat artists, recording such events as Desert Shield/Storm, NATO Operations in Bosnia and Operation Enduring Freedom/Iraqi Freedom. They continue to travel with the fleet and to shore stations with the same mission as the early combat artists: to faithfully depict the service of United States naval forces for the enlightenment and enrichment of all people.

Below and on the next page are a few of the artworks that have found their way into [NHHC's collection](#). They depict a side of life at sea that those who have experienced it can appreciate. You might have heard the song "We Saw the Sea" from the 1936 musical *Follow the Fleet* ("I joined the Navy to see the world, but what did I see, I saw the sea"). How true. As most sailors will tell you, Navy life is 90%+ routine, with well defined tasks and repetitive day-to-day activities. The artworks below provide a feel for this.



#### Hurry Up and Wait

Oil on Canvas; by Morgan Ian Wilbur; 2004

This U.S. Marine Corps air crewman is a good example of the age-old saying used as the title for this painting. The artist was lucky to fly with this C-130 Hercules crew from Marine Aerial Refueler Squadron 452 (VMGR 452) for an entire day. The scene took place on an airfield ramp in Kuwait, awaiting cargo bound for Iraq in 2003.

#### Cleaning the Salute Cannon (USS Constitution)

Acrylic on Canvas Board; by Kristopher John Battles; 2015

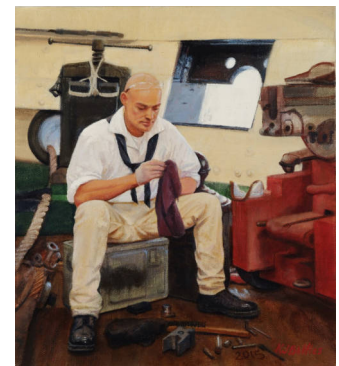
While seated on the cannon carriage with a variety of antique and modern tools, including the safety goggles on his head, a sailor dressed in his 1813 pattern uniform aboard USS *Constitution* cleans the dismantled salute cannon, fired only moments earlier during its turnaround cruise on October 14, 2014.



#### Laundry on the USS Wasp

Acrylic on Canvas Board; by Kristopher John Battles; 2014

Sailors and Marines on board ship are waiting for their laundry to finish in the self-serve enlisted laundry, deep within the ship. It was a noisy place, full of heat and monotony as the figures show by their body language. The artist enjoys painting images depicting slices of (Navy) life—whether exciting or monotonous—and feels this image does that well.







## The Thinker

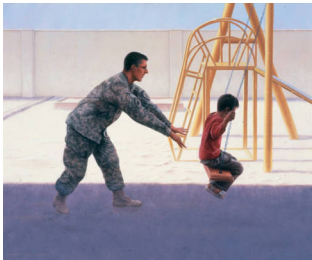
Acrylic on Canvas Board; by Kristopher John Battles; 2016

As viewed on deck of USS *Harry S Truman* (CVN-75), during flight operations as part of COMPUTEX training, September 2015. The responsibility of a crew member wearing a green jersey is for the operation and maintenance of the aircraft carrier's catapult and arresting gear. The sailor's pose reminded the artist of Rodin's "The Thinker"; he seems lost in thought.

## The Watch Stander

Oil on Canvas; by Morgan Ian Wilbur; 2014

While aboard USS *George Washington* (CVN-73) in 2014, the artist was asked what he would like to see beyond his time on the carrier. He replied "Time on a destroyer!" Several days later they took him to USS *Mustin* (DDG-89). He had three days aboard this fine warship. This scene shows a watchstander on the portside bridge-wing during operations. He can see the carrier in the distance launching aircraft.

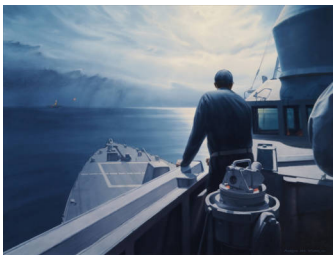


## Helping Hands

Oil on Canvas; by Morgan Ian Wilbur; 2007

While in Baghdad, Iraq in 2006, the artist asked to visit with Navy personnel serving with Army units. He chose to portray this Navy Petty Officer for several reasons. First, he was serving with a U.S. Army Civil Affairs Unit. Navy folks serving with Army units in Iraq wear Army uniforms. The sign that he is Navy is the small "crow" tab indicating his rank. The other reason is that he is helping an Iraqi child enjoy some fun on a playground at the edge of one of our bases in this ancient city. Our military built this playground at a medical clinic for the children of Iraqis who would come in for medical help.

## On the other side of the coin...



## A Fine Evening on the USS Mustin

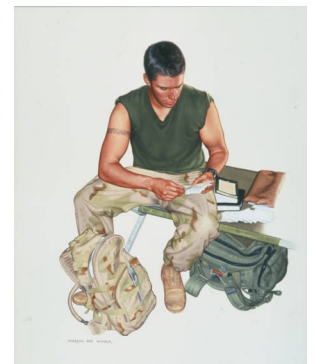
Oil on Canvas; by Morgan Ian Wilbur; 2015

On the artist's first day aboard USS *Mustin* (DDG-89) in 2014, the ship was steaming at high speed, fast enough that the watchstander had to grasp his cover to avoid losing it in the wind. The bow wave was roiling in the warm water of the Western Pacific. He felt like he was on a very large speedboat and knew he had to paint this!

## Joe's Stuff

Oil on Canvas; by Morgan Ian Wilbur; 2006

In every war, for each Sailor, Marine, Soldier, or Airman, the greatest treasures are the letters from home. The artist had just left Iraq in 2003 and was waiting in Kuwait for his transportation home when he met this Navy corpsman. He was on his way into Iraq. This was a time before widespread use of smartphones with email. Paper letters from home were cherished and the sight of him reading them echoed the timeless ritual of the warfighter far from home.



## Cruisin' for a Bruisin'

Watercolor on Paper; by Chip Beck; 1991

A Tomahawk cruise missile is launched from the battleship USS *Missouri* against Iraqi targets as Operation Desert Storm commences. Over 100 such cruise missiles were fired in the opening hours of the war.



# 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](mailto: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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Direct All Correspondence To:

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Larry Friedlander  
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