



Volume 36, Number 5

Newsletter of the Ship Model Society of New Jersey

May 2018

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Our next club meeting is
May 22nd at 6:45PM

ROSELAND PUBLIC
LIBRARY

MAY NOTES...

The April meeting was opened at 1845 by President, Chuck. Chuck welcomed 19 members, including our member from Virginia, Ryland Craze, and one guest. David Dikun, was attending his third meeting, having started his Model Shipways *Fair American* at the last Saturday Workshop. David was unanimously voted in as a new member. Tom Ruggiero was working in NYC and thus arrived late. The meeting was adjourned at 2050 whereupon several members proceeded to the Caldwell Diner. [Click here](#) for meeting photos.

The Tech Session at the April meeting was supposed to be the showing of a short video about the eccentric owner of a Model Ship Company (not Chuck!). Chuck decided to put a hold on the video. Instead, he demonstrated his rigging techniques (see below for details).

Treasurer's Report. Tom Ruggiero presented the report. The treasury is very healthy. We note, once more, that there will be a temporary increase due to receipts for the 36th Annual Northeast Joint Clubs Conference. This will adjust in May when we pay for all the associated expenses. As noted in the last *Broadaxe*, Tom passed out checks to those who were owed for items sold at the January Auction. Our friend Don Otis has returned his check of \$100 as a donation to the Club. We all thank you very much Don! Speaking of our treasury, here's a reminder from Tom: dues are payable at the June meeting. Of course we will take them earlier. Feel free to bring a check to the meeting in May and beat the rush.

Next month's meeting is Tuesday, May 22nd. The Saturday Workshop, originally scheduled for May 19th at Chuck house, has been canceled. The workshop will resume in June.

OLD BUSINESS



New Officers. Nominations are open for our annual vote in June. Chuck asked for volunteers who wish to donate their time and talents; all positions except President are available. Tom offered his name for both the Secretary and Treasurer positions. He stated that

—Continued on next page



UPCOMING EVENTS

MAY

22 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

JUNE

2 - Pennsville "Day at the Farm" Event
TBD - Group Working Session
26 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

JULY

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

On the Horizon

after doing both jobs for awhile he has found a synergy between the two offices. Things naturally run more quickly and efficiently, because he can send out notices and payment information without having to coordinate messages, questions and answers with another officer.

Plaque in Memory of Al Geigel. The plaque that we have commissioned for our late friend and Plank Owner will be presented to his wife Gracie in May. Tom Ruggiero will be making the arrangements and will let club members know the details when they are finalized.

Meeting Schedule and Club Storage. Last meeting we mentioned that the Roseland Library has new management and that they couldn't guarantee more than a month-to-month reservation of our normal meeting date. Thanks to our good friend and Roseland resident Ken Schuetz, the issue is resolved. Ken appealed to the new Library management and our traditional fourth Tuesday date is secure. Ken reports that the Library is interested in having SMSNJ do a workshop/exhibit on a Saturday. We will see when we can arrange that. Thank you Ken!

Pennsville Farm Show. As in the past three years, Tom R. has been invited to the Pennsville Farm Show the first Saturday of June to set up a model display and demonstration. Following tradition, the Philadelphia Club will be joining him again. Ossi was with Tom last year and both had a great time. Tom asks that interested members contact him. So far, we have a third member, Bill Brown, who would like to participate in the event.



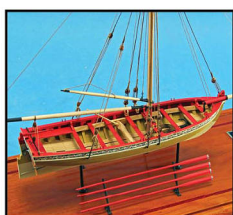
—Ossi and friend at Pennsville 2017

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

TECH SESSION



Rigging Techniques For Stropping Blocks

The April Tech Session was Rigging Techniques for stropping blocks (Chuck calls it stroop, sort of like Jim Roberts calling a tackle a take!). Chuck brought in Grant Walker's Rogers Collection book because it had, in his view, the most and the best closeups of blocks. Master model builder Henry Culver rigged many of the Rogers models. He also repaired others on which the original rigging had been badly damaged.

While many of us have a "third hand" or similar device, Chuck holds the block between his fingers. He uses cyanoacrylate (a product, according to Tom, that many will not use for rigging). Chuck noted that Culver did not add a becket to his blocks, but rather made a small fold at the heel of the block (there is no good way to describe this in words, so refer to the photographs). Effective tools to slice off the loose tails include cataract scissors or a good nail clipper. To simulate a becket, simply file a tiny groove in the arse of the block before you strop it. This works very well and doesn't look bulky. Using this method, the line that you attach to the becket hangs very naturally. Try it! It does produce fine results.





36th Annual Northeast Joint Clubs Conference April 28, 2018

Tom Ruggiero, Steve Maggipinto, and Jim Lavelle spent a good amount of time at the April meeting stuffing the last bit of information into the registration envelopes. By the time you read this, the Northeast Joint Clubs meeting will be history. So, here is a report...

The Meeting was a great success. We had about 130 registered participants, more than 80 models, and a good number of walk ins. Many of the models were exceptional and, as always, the judges faced a major challenge in picking the winners. The Jim Roberts Award judging went smoothly and the after-lunch talk by Steve Wheeler on *Planking a Lapstrake Hull* was well received. Many thanks to the Nautical Research Guild for supplying the projector and screen for Steve's presentation. The food was very good for this type of venue. See the next two pages for photos. For more conference pictures, click these links: [Photos1](#), [Photos2](#), [Steve Wheeler Presentation](#).

An absolute highlight of the show was the raffle for the Jim Byrnes Saw and two kits that were donated by Bluejacket. We thank all our vendors for their participation and for the door prizes that they donated.

The Jim Roberts Competition was won by Steve Wheeler with his brilliant model of a Kolb expedition 16' rowboat, US, 1911, in 1/12 scale (photo opposite). Larry Friedlander will confirm just how close the judging was this year for the Roberts Award.

In the People's Choice category, the top pick was a diorama of *HMS Swan*, sailing from Bristol to Halifax in 1775, by Ron Neilson of the Connecticut Club. The presentation was outstanding.

Second Place was awarded to our own Ossi Thalmann for his paddle wheeler *Spirit of the Mississippi* in 1:96 scale. A big hit for any of Ossi's models is the automation that he includes, in this case a stern paddle rotating at a very realistic scale speed. Congratulations, Ossi!

Third place went to a full frame model of *USS Peacock*, 1813, 1:48 scale, by Al Saubermann, also from the Connecticut Club.

We want to thank everyone who helped in the preparation and running of this show and meeting. Specifically, we would like to thank Chuck and Patty Passaro, Jeff Fuglestad, Jim Lavelle, Steve Maggipinto, Larry Friedlander, Ryland and Pam Craze, Mason Logie and Saja Lee, and Tom Ruggiero's wife, Clara, who spent most of the day at the registration table with Pam. Thanks also to all of the Roberts judges: Larry Friedlander, Rob Napier, Ron Neilson, Dan Pariser and, Rick Rathgeber. Being a judge requires quite a bit of work, skill in judging and time.

We thank our Roundtable presenters: Jeff Fuglestad, Dan Pariser, Rick Abramson, Alex Belenger, and Fred Signor.

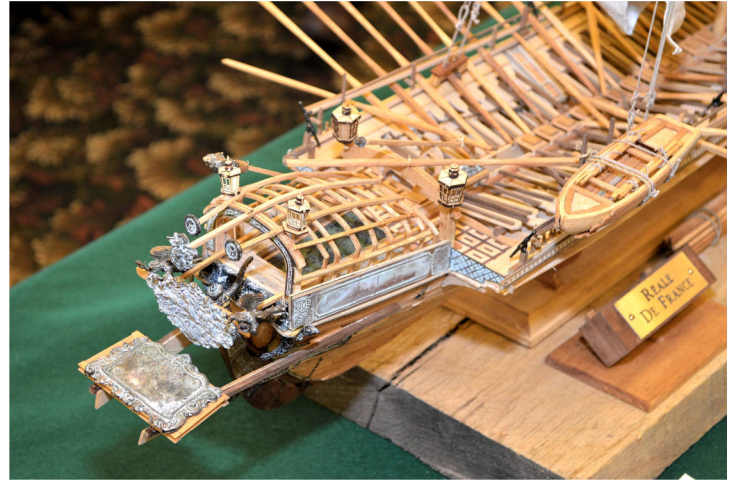
As you know, the public are invited to attend. Our thanks to the Connecticut Club, and specifically Ron Neilson, for placing ads on both the web and in newspapers.

Our apologies if we missed someone, as this is all currently a blur.

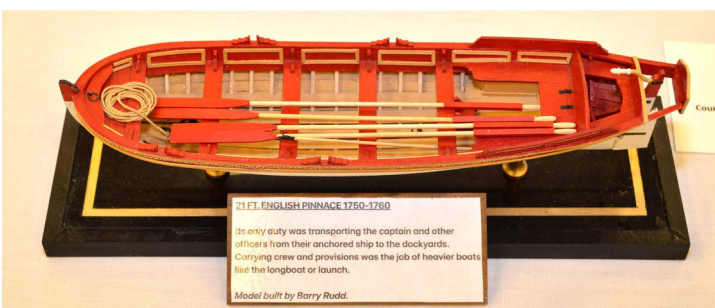
Next year, the Connecticut Club is coordinating the meeting. Tom R. will be sending a report to the participating Club Officers to provide lessons learned and areas where we could improve.



36th Annual Northeast Joint Clubs Conference. *Use the zoom feature of your PDF viewer for a closer look.*



36th Annual Northeast Joint Clubs Conference. *Use the zoom feature of your PDF viewer for a closer look.*



COOL TOOLS

Ikohe Belt Sander

Larry Friedlander brought in a jewelers belt sander by Wolf Tools, part number 111.812. It's available at ottofrei.com. The sander has a 4½" by 1" sanding surface, and is 5½" long with the dust collector attached. It is powered by a [Foredom Flex Shaft](#) motor. Speed is adjustable via a foot pedal. It has a C-clamp to fasten it to the work bench and can be equipped with many different belt grits. Obviously, the tool is intended for jewelers, but Larry notes that his limited experience with it shows it to be a compact and versatile addition to the work shop.

From the website: "Belt sanders are great tools to have in the workshop, speeding up grinding and finishing jobs while allowing you to use both hands so

flat surfaces are easy to achieve. The problem with belt sanders for jewelers has always been that the common industrial belt sander is just too darn big for the average jeweler. Ikohe has solved this problem by designing a jeweler sized belt sander that is just right for the jeweler's bench.

Formerly branded as the Wolf belt sander, the Ikohe Belt Sander remains unchanged since it was first introduced. It is a compact design that uses 1" wide sanding belts and easily connects to your flex-shaft for power." The tool sells for \$189 and you need to get a Foredom separately. The belts are expensive (\$5); they include grits down to the thousandths. 400 grit works well for removing char and very small amounts of material.



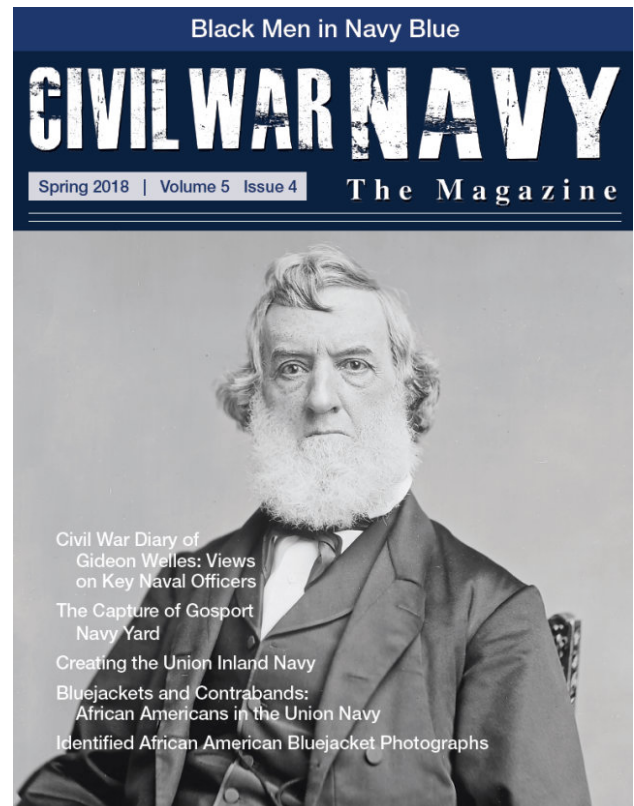
BOOKS AND PUBS



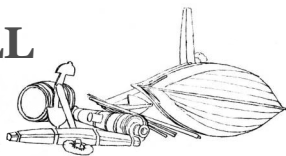
Larry picked up *Civil War Navy* magazine, and subsequently subscribed. It's a good read with interesting discussions about the navies on both sides. For example, when the war started, the Union had 60 ships, none of them iron clad. During the war that number increased to more than 600.

The magazine is published 4 times a year. An annual subscription runs \$24.99, a savings of 20% off the cover price. You can save even more with a 2-year subscription.

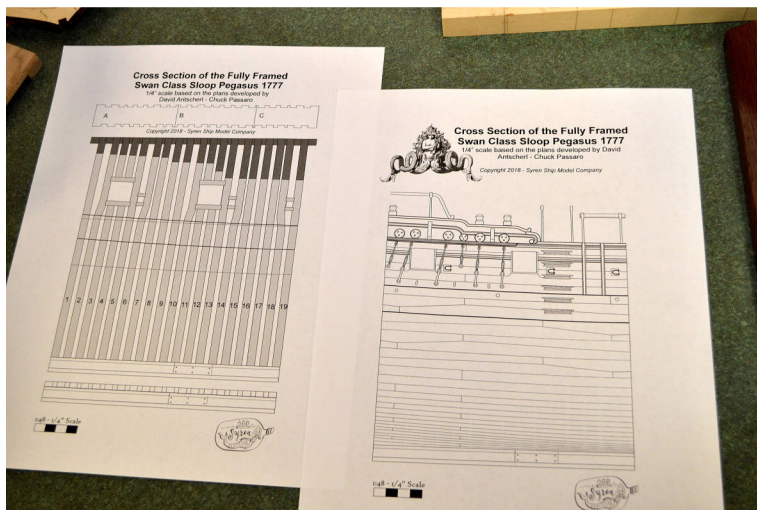
Launched in 2012, CWN was redesigned in 2017 with new, expert-authored content supplemented with extensive period black and white photographs, illustrations, and artwork. Check it out at civilwarnavy.com. It appears to be an excellent source for those interested in this period of American history.



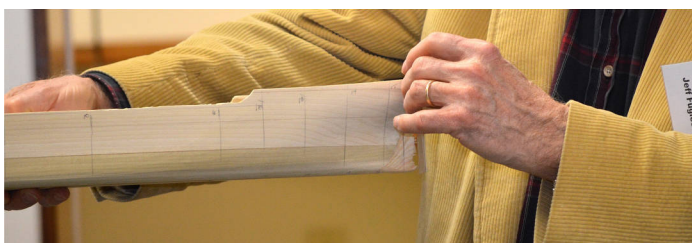
SHOW AND TELL



Larry Friedlander is doing a test build of the new Syren kit of [HMS Pegasus](#) (currently under development). He's doing this to prove, in his words, that "mere mortals can build this model." The version he's working on is being built with Alaskan Yellow Cedar. The kit will use laser cut floors, futtocks and top timbers that will have alignment chocks that make assembling a frame efficient and extremely accurate. Larry has built frames using the Hahn method and David Antscherl's full futtocks and chock method. Chuck's is quite a bit simpler and quicker. The frames, when raised, align perfectly in all three directions using interlocking alignment beams.



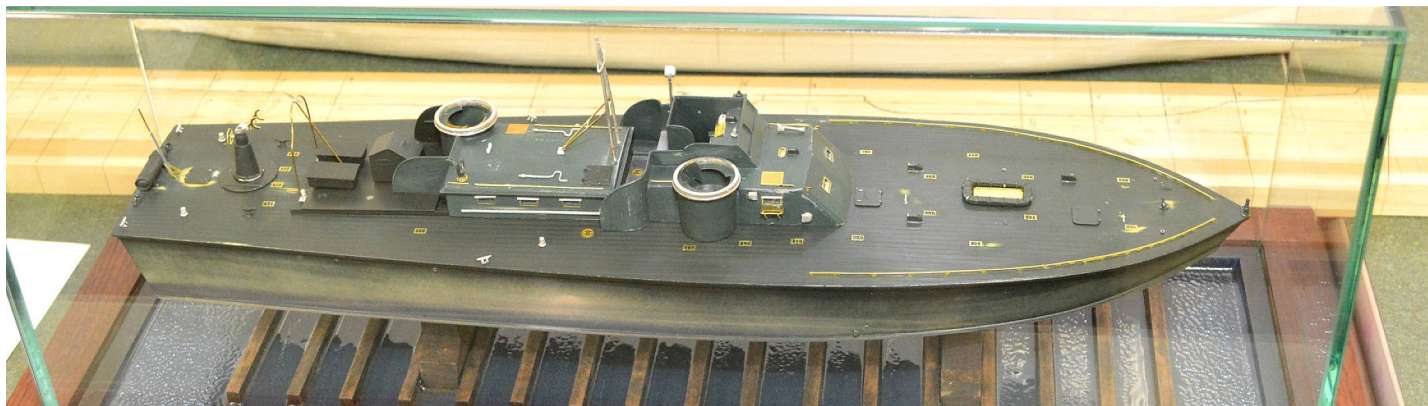
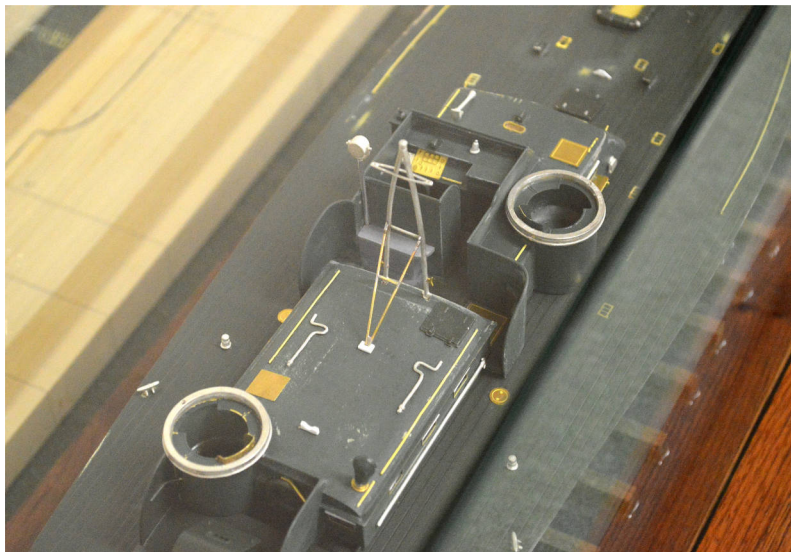
Jeff Fuglestad's model of [SS Pendleton](#) is a bread and butter construction using poplar lifts. He uses a separate vertical piece between the lift halves that allows him to perfectly align the bow and stern. The model is 1/16" to the foot and is 32 1/2" long by 4 1/4" wide. *Pendleton* was a T2 Tanker that broke in two and sank off Chatham, Massachusetts in a 1952 storm. The event is memorialized in a 2009 book entitled *The Finest Hours*, and in 2016, there was a Disney film made with the same title. The *Pendleton* rescue is considered one of the most daring in United States Coast Guard history.



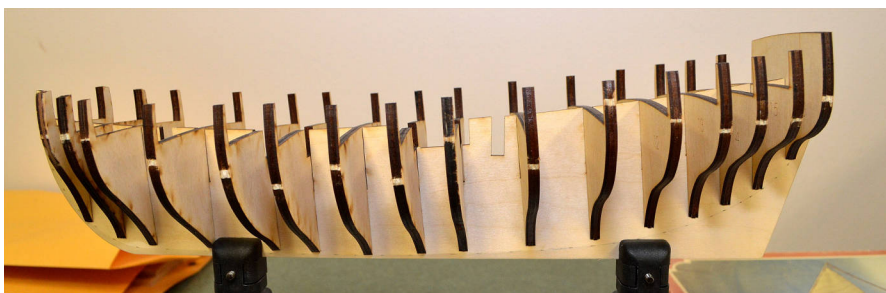
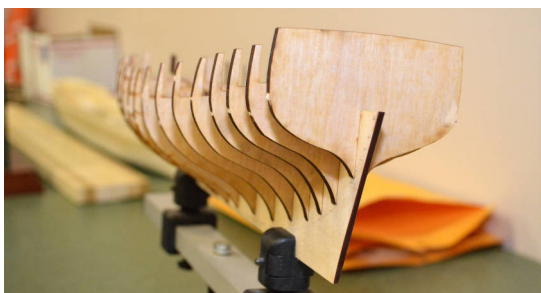
SHOW AND TELL



Jeff Fuglestad brought a model of *PT 320* that is 1:48 scale, 20" long by 4¾" wide; the prototype was built in 1943. *PT 320* was sunk in 1944 by enemy fire. Her skipper, Joe Burke, went on to receive the Navy Cross, the Silver Star, and the Bronze Star for extraordinary heroism and intrepidity in action. He was Jeff's coach, and never once referred to his naval career. Jeff says that one of the most difficult issues with this model is getting the color right. PT boats had almost eighty different color schemes.



Dave Dikun showed the progress he has made on his Model Shipways kit of [*Fair American*](#) since the last Saturday workshop at Chuck's. His experience has not been trouble free. First, the kit came with chipped bulkheads. Dave contacted Model Shipways and they sent him a replacement sheet. Then, he noticed that not all the new bulkheads reached the bearding line, which had already been marked on the kit (increase magnification of the newsletter to see what we mean). Several members offered a variety of fixes which Dave is considering. More to follow.



THE PANAY INCIDENT

The *Panay* incident was a Japanese attack on the American gunboat [USS Panay](#) while it was anchored in the Yangtze River outside Nanking, China on December 12th, 1937. The Japanese claimed that they did not see the American flags painted on the deck of the gunboat, apologized, and paid an indemnity. Nevertheless, the attack was a factor in causing U.S. opinion to turn against the Japanese.

A flat-bottomed craft built in Shanghai specifically for river duty, *Panay* served as part of the US Navy's Yangtze Patrol in the Asiatic Fleet, responsible for patrolling the Yangtze River to protect American lives and property in China.

After invading China in the summer of 1937, Japanese forces moved in on the city of Nanking in December. *Panay* evacuated the remaining Americans from the city on December 11th, bringing the number of people aboard to five officers, 54 enlisted men, four US embassy staff, and 10 civilians. The civilians included cameramen from Universal News and Movietone News, and correspondents from the *New York Times*, *Collier's Weekly*, and the Italian dailies *La Stampa* and *Corriere della Sera*.

On the morning of December 12th, Japanese air groups received information that fleeing Chinese forces were in the area in ten large steamers and a large number of junks, and that they were between 12 and 25 miles upstream from Nanking. While anchored upstream from the city, *Panay* and three Standard Oil tankers, *Mei Ping*, *Mei An* and *Mei Hsia*, came under attack from Japanese naval

aircraft. *Panay* was hit by two of the eighteen 132 lb. bombs dropped by three Yokosuka B4Y Type-96 bombers, and strafed by nine Nakajima A4N Type-95 fighters (all biplanes).

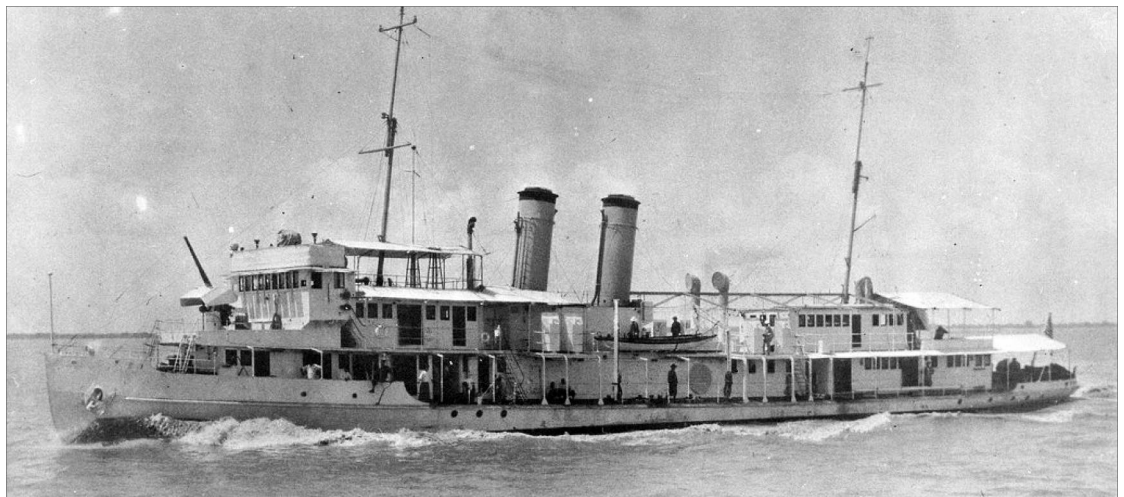
According to Lieutenant J.W. Geist, an officer aboard the *Panay*, "the day before we told the Japanese army in the area who we were," and three American flags were plainly visible on the ship. Planes also machine-gunned



small boats taking the wounded ashore, and several additional survivors were wounded. *The Times* (British newspaper) correspondent Colin MacDonald, who had also been aboard the *Panay*, saw a Japanese army small boat machine-gun the *Panay* as it was sinking – in spite of the American flag painted on the side of the ship. Since Japanese planes continued to circle overhead, survivors cowered knee deep in mud in a swamp along the shoreline.

As a result of the attack, *Panay* sank; Storekeeper First Class Charles L. Ensminger, Standard Oil tanker captain Carl H. Carlson and Italian reporter Sandro Sandri were killed, Coxswain Edgar C. Hulsebus died later that night. 43 sailors and five civilians were wounded.

The three Standard Oil tankers were also bombed and destroyed, and the captain of *Mei An* and many Chinese civilian passengers were killed. The vessels had been helping to evacuate the families of Standard Oil's



employees and agents from Nanking during the Japanese attack on that city.

Two newsreel cameramen were aboard during the attack (Norman Alley of Universal News and Eric Mayell of Movietone News); they were able to film part of the attack and, after reaching shore, the sinking of the ship in the middle of the river (click the photo at the top of the page for the video; the actual attack starts at 11:13). Survivors were

—Continued on next page

THE PANAY INCIDENT

later taken aboard the American gunboat *Oahu* and the British gunboats *HMS Ladybird* and *Bee*. Earlier the same day, a Japanese shore battery had fired on *Ladybird*. The survivors coped with near freezing nights in inadequate clothing and with no food. It took three days to move the sixteen wounded to the safety of several British and American ships.

The aftermath of the *Panay* sinking was a nervous time for the American ambassador to Japan, Joseph C. Grew. Grew, whose experience in the foreign service spanned over 30 years, "remembered the *Maine*." As the sinking of *Maine* had propelled the US into the Spanish–American War, Grew hoped the sinking of *Panay* would not be a similar catalyst for the severance of diplomatic ties and war with Japan.

The Japanese government took full responsibility for sinking *Panay* but continued to maintain that the attack had been unintentional. Chief of Staff of Japanese naval forces in northern China, Vice Admiral Rokuzo Sugiyama, was assigned to make an apology. The formal apology reached Washington, D.C. on Christmas Eve.

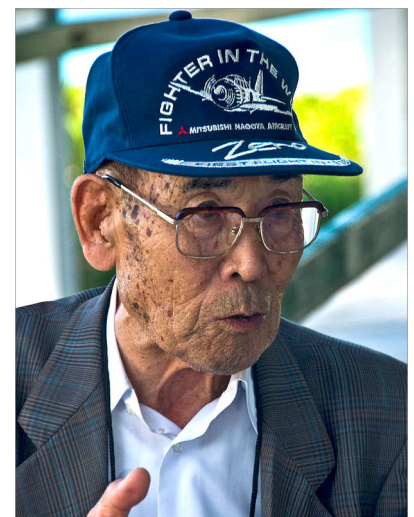
Although Japanese officials maintained that their pilots never saw any American flags on *Panay*, a US Navy court of inquiry determined that several US flags were clearly visible on the vessel during the attacks. The Japanese government paid an indemnity of \$2,214,007.36 to the US on April 22, 1938, officially settling the *Panay* incident. The presence of American flags, which would have been visible from the air, suggests the attack had not been a mistake, but rather a type of unauthorized action known by the classical Japanese term *Gekokujō* ("overthrowing or surpassing one's superiors").

From the beginning, the State Department's position was that none of the families of those killed or the sailors or civilians wounded would receive any of the settlement or other contributions that might be offered by the Japanese people. No office or department of the federal government would accept the money. The State Department also expressed the desire that any necessary arrangements be made promptly. Hull did not wish to keep the Japanese people waiting for a decision on what was to become of the money they donated. A prolonged delay could lead to misunderstanding, especially if a decision was reached months later to return the money to the donors. The State Department also set forth, at least for the time being, that only the American ambassador in Japan and the American ambassador in China could accept donations related to the *Panay* incident. Several American consulates were receiving money at the time, including those at Nagoya, Kobe, Nagasaki and Osaka in Japan; Taipei, Taiwan; Keijo (Seoul), Korea; Dairen, Manchuria; and São Paulo, Brazil. These contributions were eventually forwarded to the ambassador in Tokyo. Grew kept all

money related to the *Panay* incident in the embassy safe until the State Department could find a solution. The American consulate in Nagasaki forwarded several contributions and translations of letters to the embassy in Tokyo, including ¥50 from a Mr. Ichiro Murakami, identified as a former US Navy pensioner, and another individual who wished to remain anonymous. In a letter two days later, the consulate in Nagasaki also reported to Grew that on December 21st, a small boy from the Shin Kozen Primary School, accompanied by his older brother, brought in a letter and donation of ¥2 to the consulate. The consul enclosed the contribution and both the original and translation of the boy's letter. The letter read, "The cold has come. Having heard from my elder brother that the American warship has sunk the other day I feel very sorry. Having been committed without intention beyond doubt, I apologize on behalf of the soldiers. Please forgive. Here is the money I saved. Please hand it to the American sailors injured." On 8 January, a Japanese pensioner of the US Navy called in person to make a contribution of ¥5 for the relief of those involved in the *Panay* incident. When his contribution was accepted, the former sailor informed the consul that a group of other US pensioners also wished to donate money.

Modern historians have gone back and analyzed the attack. Many now believe it may have been intentional. According to John Prados, an author and analyst of national security based in Washington, DC, Navy cryptographers had intercepted and decrypted traffic relating to the attacking planes which clearly indicated they were under orders during the attack, and that it had not been a mistake of any kind. This information was not released at the time for obvious secrecy reasons. Writer Nick Sparks believes that the chaos in Nanking created an opportunity for renegade factions within the Japanese army who wanted to force the US into an active conflict so that the Japanese could once and for all drive the US out of China.

[Fon Huffman](#), a US Navy veteran and the last survivor of the incident, died in 2008. The last surviving Japanese pilot who participated in the attack, [Kaname Harada](#) (photo opposite, taken in 2010), died in 2016 at the age of 99. Harada was a flying ace during WWII. He became an anti-war activist in 1991 and remained a prominent speaker until late in his life.



—Article and photos from [Wikipedia](#)

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.

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