



Volume 37, Number 11

Newsletter of the Ship Model Society of New Jersey

November 2019

In This Issue

[New Business](#)
[Tech Session](#)
[Show and Tell](#)
[Nat'l Lighthouse Museum](#)
[Thank You](#)
[Ambassador to Youth](#)
[The Mighty Midgets](#)
[Books and Pubs](#)
[Club Information](#)

Our next club meeting is
November 26th at 6:45PM

ROSELAND PUBLIC
 LIBRARY

OCTOBER NOTES...

Meeting. The meeting was opened at 1840 by President Bill Brown. There were 20 members present, no guests. Our member from Virginia, Ryland, attended. He was en route to the Nautical Research Guild Conference in New Bedford, Massachusetts on October 24-26. Welcome Ryland, always good to see you. Bill Brown asked everyone if they had read the latest *Broadaxe*. Another great job. Thank you Steve! The meeting was adjourned at 1955 whereupon several members went to the Caldwell Diner. [Meeting photos](#).

Treasurer's Report. Tom Ruggiero presented the report. We have a good balance in the Club account. The hats payments and income have a zero net change and the barbecue was successful and within budget.

Broadaxe Marketplace. This feature, first introduced in the October *Broadaxe*, will permit a member to post items that he wants to sell or items he is looking for. The Marketplace will allow a prospective buyer to contact the seller directly and vice versa. Included is the opportunity for other clubs that receive *The Broadaxe* to get in touch with buyers and sellers at SMSNJ. Note that this is solely a pass through to connect buyers with sellers; SMSNJ will not be making any monies from this forum.

Next Month's Meeting. Our next meeting will be Tuesday, November 26th.

Saturday Workshop. Our next workshop will be Saturday, November 23rd at Chuck's Workshop.

Tech Session For Next Meeting. Next month's Tech Session will be "Creating a Full-Breadth Plan for Lift Construction" presented by Steve Maggipinto. We thank Steve for stepping up to do a Tech Session.

OLD BUSINESS



SMSNJ Apparel. Hats were delivered at the October meeting to members who had already paid. Bill said there are two hats left.



Philadelphia ModelCon. Bill reported on the Philadelphia ModelCon. It was a fun time with great weather. The Independence Seaport Museum itself is a great venue, offering tours of USS *Olympia* (CA-6), a protected cruiser that saw service from 1895-1922, and USS *Becuna* (SS-319) on active duty from 1943-1969 (Steve Maggipinto's brother was a sonarman aboard *Becuna* in the late 1960's). Also, on that day, September 28th, the Coast Guard Bark *Eagle* was available to visit as was the battleship USS *New Jersey*, directly across the river in Camden and reachable via ferry. The museum has models that were built by Edwin Leaf of the Philadelphia Club; Ed and his wife Pat were at the show. Our thanks to Joshua Fichman of the Philadelphia Ship Model Society for inviting SMSNJ to participate. We hope ModelCon continues well into the future. [Event photos](#).

National Lighthouse Museum Exhibit 2019. For the sixth year in a row, we were invited to the National Lighthouse Museum to do a one day show and demonstration on November 9th. As always, this was a fun event and a good time to talk with the public and get work done on current projects. Member Carmine Bianco was introduced to SMSNJ at one of our exhibits. SMSNJ members in attendance included Carmine, Bill Brown, Tom Ruggiero, Jeff Fuglestad, Roy Goroski, Mason Logie, and Ken Whitehead. This year was possibly the best yet. We had a steady stream of visitors and the Museum Staff was very happy to have us exhibiting once again. See Thank You letter below. [Photos](#).

NEW BUSINESS



School Presentation. John Marinovich was invited to do a ship model presentation to a class of ten-year old's at the James Caldwell School in Springfield. Details about the visit are in a separate article below. At John's request the club members approved a motion (17-3) to donate a hat to the teacher of the class.

December Meeting. The fourth Tuesday of December is Christmas Eve. In addition, our normal meeting space is not available in December. We will therefore meet on December 17th in the "Quiet Room" at the back of the Library. We have met there before; it is a comfortable space with enough room for our regular activities. On January 28th we will move back to our normal space.

TECH SESSION

Blackening Brass



The Tech Session at the October meeting was "Methods for Blackening Brass" presented by John Marinovich.

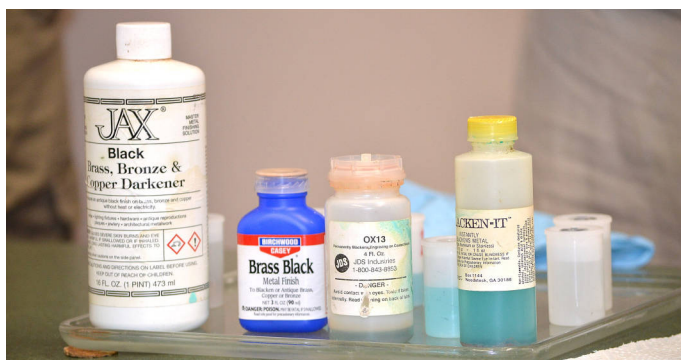
John has discovered that the most important prerequisite for a good job of blackening any metal is that the piece be as clean as possible. John has blackened items before, using muriatic acid and heat. Experience has taught him

that the blackening process works better when the pieces are warm. He was able to find a [good article on blackening](#) from *Model Boatyard*.

The first product that John used is called Jax, a solution recommended by the person who wrote the article and who had good results using it. John's experience was not

quite as successful with Jax. Jeff Fuglestad suggested an alternative, a commercial product called OX13. This is an Oxidation Solution that is available from JDS Industries in Edison, NJ.

For his demonstration during the tech session, John set up a comparison amongst Jax (available from jewelry supply houses like ottofrei.com), OX13, Blacken-It (available from MicroMark), and Casey's "Brass Black" (a product used by gunsmiths). As it is critical to successful blackening, his advice is worth repeating: The most important prerequisite for blackening anything is that the parts be absolutely clean. In advance of his demonstration, John prepared several brass strips before the meeting. His first step was to use steel wool to clean the strips. Then he washed them with dish detergent, and in the final step, soaked them in vinegar for ten minutes (minimum recommended time). Indeed, one group had been soaking for over an hour. John said that agitating (stirring the parts in the solution) is helpful because it ensures that all surfaces are wetted. Any oil or residue on the part will adversely affect the process, so John uses rubber gloves or surgical gloves to keep the parts oil free; the gloves



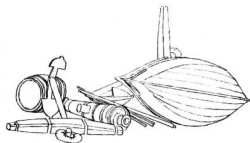
also protect the skin from any harm the chemicals might cause. Most of these chemicals are used by immersing the part in them. The article that John viewed advised that the Jax be brushed on (per Tom, a little tough with the very small parts that we typically use). Jax works very quickly and the result it produces gives the part a brownish color. For his demonstration, John simply dipped the part in the solution. Several members noted that you need to let a part soak in Blacken for about a half hour (likely because it is not a concentrate as the others are). With all of these solutions you will end up with a crust if you don't rinse the part after it is blackened. The two samples that came out best in this

demonstration were the ones that used OX13 and Casey's Brass Black. John explained that these chemicals will also blacken solder. With the samples that he worked on at the meeting, it appeared the strip treated with Jax was a bit bluer in tone than the others.

Be aware that blackening agents are oxidizers. Oxidizing is basically rusting and does in fact remove metal. So, when using these solutions and chemicals realize that some metal is lost (the dust or flaking that you see) and that it is critically important that you stop the oxidation process once you have blackened a part to the extent that you want. One way to do that is to thoroughly rinse the blackened part in clear water.

John was asked if these products will work on metals other than brass. His research indicates that they will.

SHOW AND TELL



Half Hull

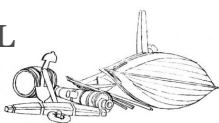
— Bill Houston

Bill brought in a half hull that is 26" long by 4" in breadth and 4" tall. He doesn't know the scale nor the ship's name, but it is some type of yacht. He acquired it from a friend who was clearing out his grandfather's home for an estate sale. The men of the family had years in the Navy (one of three generations of Naval officers) and this had been hanging on a wall for many years. Bill could not find any evidence of a craftsman's signature, nor that it was mass produced, as for a craft or art décor store. He asked for opinions from club members. Bill thought it



looked like a racing hull. Jeff suggested sending a photograph to Mystic (or maybe to the Herreshoff Museum?) to see if they could identify it. Jeff believes that it was built when this type of hull was in general use and when the actual craft was created.

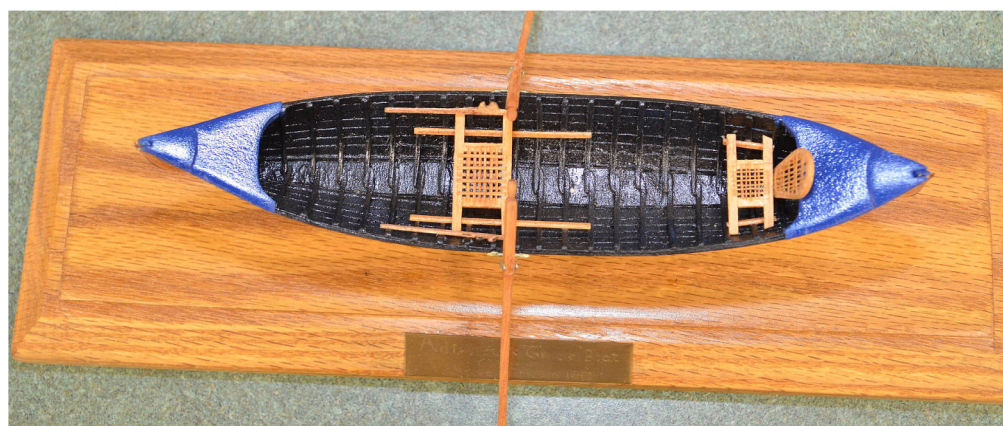
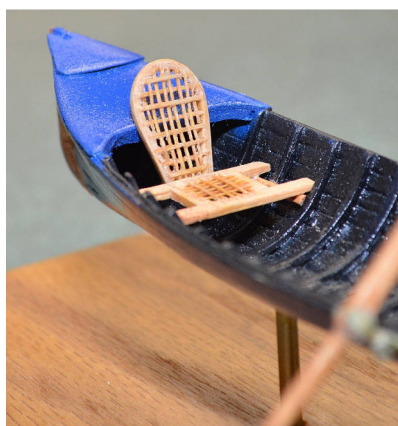
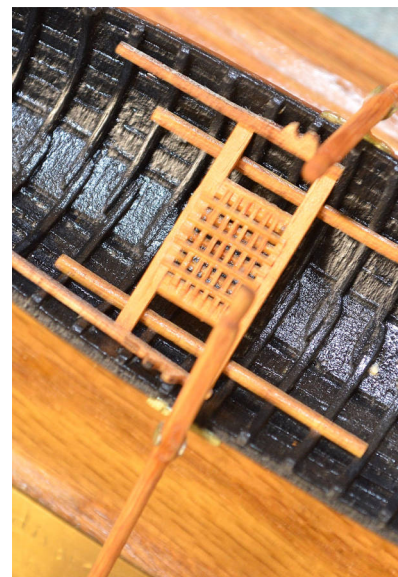
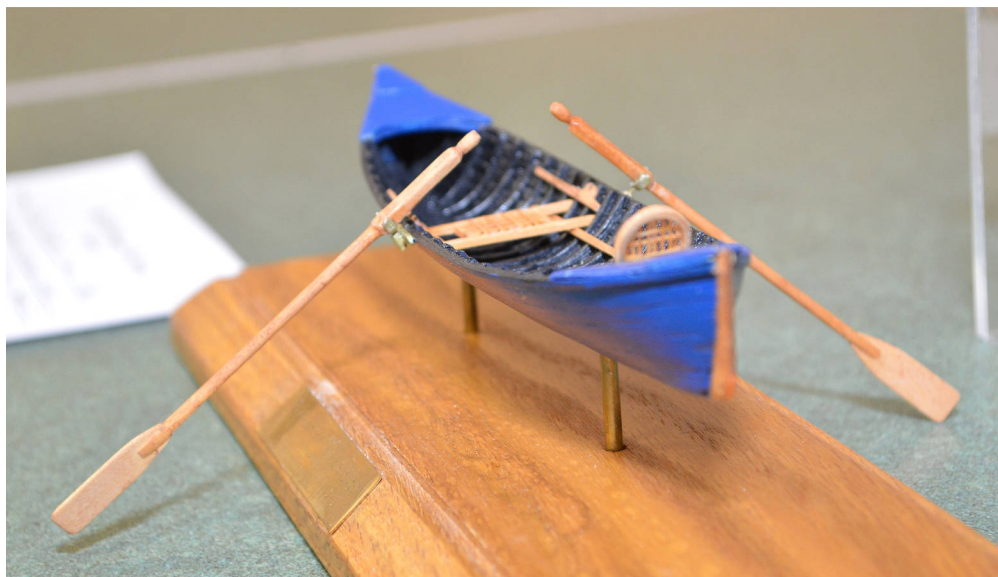
SHOW AND TELL



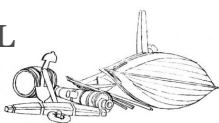
Adirondack Skiff

— Steve Fletcher

Steve brought in his favorite model. It is an Adirondack Skiff that Steve scratch built from plans and an article in the magazine *Wooden Boat* in 1997. These craft were very light. They had to be, as the normal method of transport was arm power, the skiff being carried over one's head. Steve doesn't remember the scale, but it appears to be 1:48 or 1:64. The seats are caned. Steve tried several different methods to make the ribs until a woodworker friend suggested laminating them. Following this advice, the ribs were bent and laminated around an appropriate size paint bottle. It was great to see the model again. Beautiful!



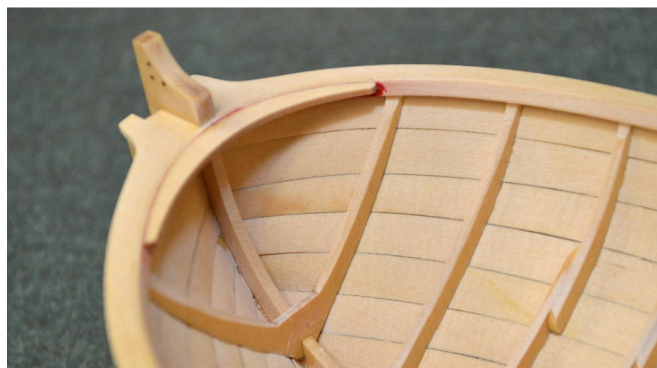
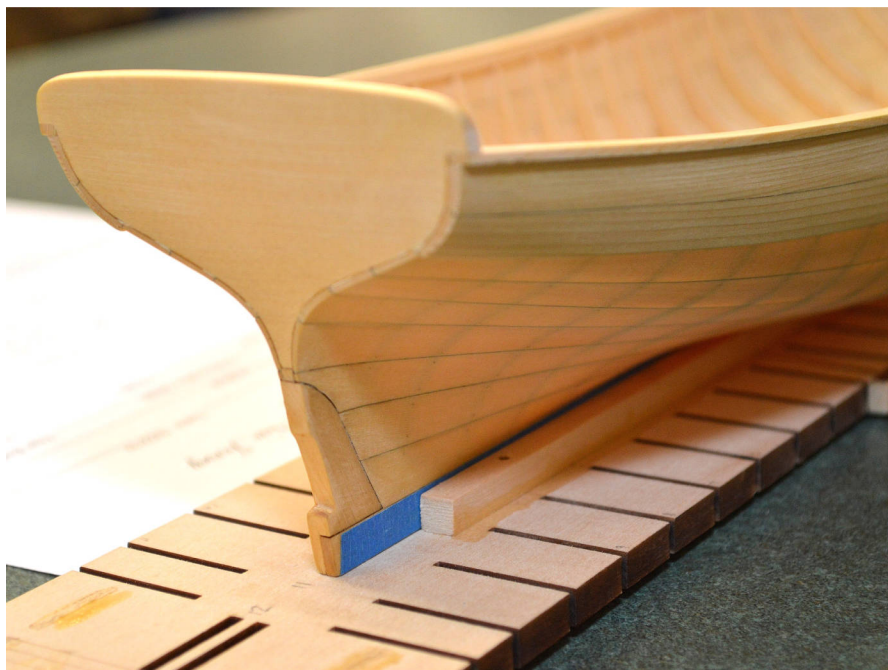
SHOW AND TELL



Medway Long Boat

— Ryland Craze

Ryland brought his Medway long boat to the meeting. It is now completely planked. Ryland thinks that the cap rail is not quite as narrow as Chuck intended it to be (it looks fine to Tom); it involved quite a bit of sanding. Ryland reported that over the summer there were some gaps in the planking. At the October meeting, with the higher humidity, the gaps disappeared. Larry thinks that when the wood is sealed it may resolve this issue. The first bollard went fine, but the starboard side required two attempts. Although there is a discolored grain in the second bollard it is difficult to see, and one would be hard pressed to know that it's there. A very good looking model, Ryland.





NATIONAL LIGHTHOUSE MUSEUM

Preserving the Legacy of Our Maritime Sentinels

Executive Board

Captain Joseph Ahlstrom
President

John Arntzen
1st Vice President

Bruce Liozzi
2nd Vice President

Joseph Tirone, Jr.
Treasurer

Maryann Piazza
Secretary

Trustees

Michael X. Carr
Hon. Alfred B. Curtis, Jr.
Eleanor Dugan, Esq.
Peter Lisi
Carl H. Ludders, Jr.
Glen Mancuso
Inez Palladino
John Vokral, PE

Honorary Trustee

Alice Diamond

Liaisons

Captain Jason Tama
USCG - Captain of the Port
Capt. John DeCruz
NY Pres. Sandy Hook Pilots
CDR (Ret.) Wayne Wheeler
Pres. USLH Society

Advisory Board

Christopher Benbow, Esq.
Dean Curry
Arlyn Danielson
Donald DeRosa
LCDR (Ret.) James Dunlap
Ralph Eshelman, PhD
John Killcullen
Thomas Matteo, PhD
Trevor Mills
Frank Ninivaggi
Arturo Porazzi
Michael Vogel

Executive Director

Linda C. Dianto, MS

November 13, 2019

Mr. Tom Ruggiero.
Secretary, Treasurer
The Ship Model Society of N.J.

Dear Mr. Ruggiero:

On behalf of the National Lighthouse Museum, I would like to take this opportunity to thank the Ship Model Society of New Jersey for once again exhibiting the wonderful ship models at our Museum.

We wish you and your group a very happy Holiday Season and look forward to working together again in the future.

Sincerely,

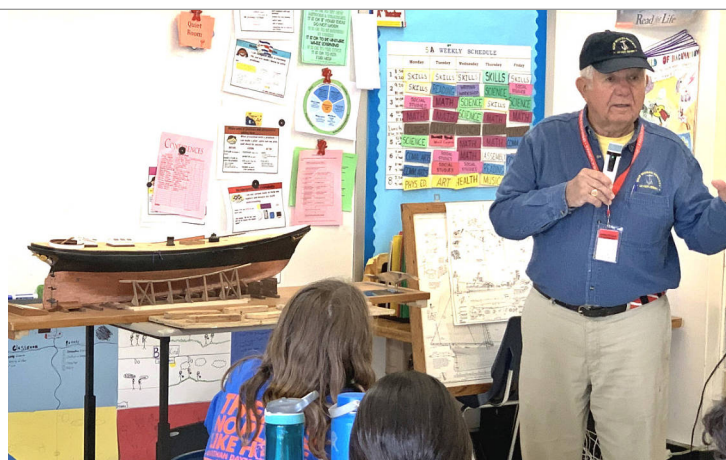
Linda C. Dianto, MS
Executive Director

Ambassador to Youth

It started out as a 5th grade craft project at the James Caldwell School in Springfield: an assignment to build a boat with Styrofoam cups, plastic bottles and straws. One of the students in the class happened to be member John Marinovich's grandson. When the boy told his parents about the assignment, his father suggested that he call John. This led to contact with the teacher who secured permission from the Principal for a visit from John to put on a presentation.

At the end of that very week, John brought his in-progress model of the yacht *America* with him to the school. He introduced himself and SMSNJ, and then, to draw the students into conversation, asked if there were any Native Americans in the class. One student raised a hand. John went on to say that besides this one student the others were descended from families that came to the U.S. aboard ships.

John then launched into a discussion about the American fishing industry and the schooners that were built to fish off the Grand Banks. He went on to explain that Canadians did the same thing and discovered they had a schooner (*Bluenose*) that was very fast, an asset that led to multiple racing challenges. One of the students wanted to know what had happened to *Bluenose*. John replied "That's a great Google question!" The student picked up on this, looked it up, and reported back to the class that *Bluenose* foundered on a reef off Haiti in 1946.



John continued his presentation by discussing the role and history of the yacht *America*. After he had finished, he opened the floor to questions and immediately got two good ones: "What are the four principles that make a boat float?" (!) and "How do I tell the difference between port and starboard?" On this last one, John offered a simple way to remember by matching the number of letters in the words "left" and "port."

John was very pleased with the excellent behavior and attention shown by the students during his half hour presentation and was surprised how quickly the time went. At the end, the student who had helped him with the *Bluenose* question gave John a drawing of *America*. Before leaving, John presented the teacher with our club hat (the teacher was very appreciative) and offered to all an open invitation to our monthly meetings at the library. A week later, out of a class of 22 students, he received 18 Thank-You's. A nice tribute to our club's "Ambassador to Youth."

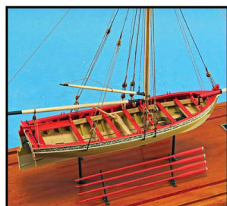
Thank you, John for what you did. In a population that increasingly wants to be entertained rather than to create, we hope your efforts will inspire young people to pursue our craft and experience the sense of achievement it can bring.

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

The MIGHTY MIDGETS



Isolationism in the United States during the latter years of the 1930's did not serve the country well. Still recovering from the Great Depression, a vocal majority of Americans wanted nothing to do with World War II, the "Old World" war. The isolationists, led by the America First Committee and such notables as Charles Lindbergh, were a large and powerful challenge to President Roosevelt's efforts to enter World War II.

Although such modern designs as the *Essex*-class carriers and *Iowa*-class battleships were in the works, they were far from completion in the early 1940s. And the planning and development of war strategy and tactics was still further behind. While recognizing the threat posed by Japan during this period, little serious thought had been given to how the US might pursue a war in the Pacific.

The attack on Pearl Harbor changed all this. With nearly a quarter of the Pacific gobbled up by Japan in a matter of weeks, naval strategists were presented with two huge challenges: a) to fight a holding war until more forces could be made available, and b) a plan to recapture what was lost and take the fight to the Japanese home islands. From the outset, it was obvious the only way to do this would be to island-hop across an ocean encompassing nearly 63 million square miles.

The first major American invasion in the Pacific took place on August 7, 1942 at the island of Guadalcanal in the Solomon Islands. The landing was made using LCVPs (Landing Craft Vehicle Personnel), or Higgins boats, craft capable of carrying a platoon size contingent of 36 infantrymen. Troops embarked into LCVPs by climbing down cargo nets laid over the sides of the transports that carried them to the island. This was both a slow and hazardous operation, from the perspective of wave and weather conditions and the time it allowed the enemy to prepare resistance.

While the Guadalcanal landing was successful (mainly because there was hardly any enemy opposition), the Navy was not satisfied. Strategists foresaw the need to carry many more troops to the next target aboard self-contained vessels capable of landing soldiers directly on the beach. This need led to the development of the Landing Craft Infantry, or LCI. LCIs were 187' long with a beam of 23'; they carried 180 troops. More importantly, they were ocean going and did not need other ships to transport them to a landing site. LCI's were used extensively in the Pacific from 1943 onward and in the Normandy landings by U.S., British and Canadian forces. In 1944 and 1945 they took on specialized configurations and roles as LCI(R) [Rocket], LCI(G) [Gunboat] and

LCI (M) [Mortar] vessels.

Tactics evolved as well. The next major mid-Pacific landing, at Tarawa in the Gilbert Islands, was a disaster. The Japanese had learned a lesson from the easy landing at Guadalcanal and had begun heavy fortification of the other major islands it held. Many other factors contributed to the heavy American casualties at Tarawa. Among these were overconfidence in the effectiveness of preliminary shore bombardment and lack of reconnaissance of the beach approaches, causing many landing craft to go aground and become easy targets because of tidal conditions and shallow depths. The Navy was learning the hard way.

In 1944, tacticians analyzed volumes of data gathered from many landings following Tarawa and wrote up a spec for a new type of landing support vessel. Among other things learned from early invasions, it was found that the halt in shore bombardment by battleships, cruisers and destroyers to allow beach landings free of friendly fire (an interval of about 4 minutes), provided the enemy a chance to regroup. What was needed was a method to close that 4 minute gap. Enter the Landing Craft Support, Mark 3, or LCS(L)(3).

Nearly identical in size to the LCI (within inches), and built on the same hull, the LCS was carefully designed to offer close in fire support to landing

craft on their drive to the beach. The concept behind this was the brain-child of Rear Admiral W.H.P. Blandy, then chief of the Navy Ordnance Department. Blandy called for development of a shallow draft vessel that could move much closer to the beach than the traditional ships and fire in a more vertical trajectory. Early experiments with modified LCIs led to the eventual design of a craft dedicated to just this purpose, the LCS. A total of 130 of these support vessels were built in Massachusetts and Oregon shipyards. They mirrored the flat bottom and skegs between and on either side of the twin screws of the LCI allowing them to safely beach. They also employed the LCIs anchor at the stern to help pull the vessels off the beach if necessary.

The LCS provided more firepower per ton than any other ship ever built for the US Navy. Armament consisted of a 3"/50, a single 40 mm or a twin 40 mm at the bow, twin 40's atop the deckhouse and aft, 4 single 20 mm and assorted 50-calibers. The vessel was also equipped with ten mark 7 rocket launchers situated between the bow gun and the deck house.

Tactics called for the LCS to lead or accompany troop laden landing craft to the edge of the beach, providing continuous fire support before withdrawing to support the next wave. They were highly effective in this hazardous operation. Known variously as "Fire Boats", "Bogey Bait", "Angels of Mercy", "BBs of the Amphibs" and others, the LCS was a prized addition to the fleet. Admiral Richmond Kelly Turner, boss of Amphibious Forces Pacific, called them the "Mighty Midgets." Tokyo Rose labeled them "Miniature Destroyers."

The LCSs arrived in the Pacific Theater in time for the landings at Iwo Jima in February, 1945. After providing close in support during the invasion of Okinawa, many LCSs were placed on radar picket stations as anti-aircraft platforms. When not on a picket station, the ship would create smoke to hide the fleet at anchor and perform "skunk patrol" screening for suicide boats. In the Borneo Campaign, LCSs were used in landings in Tarakan and Balikpapan.

During World War II, five LCSs were sunk in combat and 21 were damaged. Three of these small warships received Presidential Unit Citations, while six were awarded Navy Unit citations.

Lieutenant Richard M. McCool, Jr., skipper of USS LCS 122, was awarded the Congressional Medal of Honor.

At the end of the war, surviving ships returned to the United States. Some were restored to action for the Korean War. Many were transferred to Japan, France (and on to South Vietnam), Cambodia, Thailand, Greece, and other nations. Only two ships are known to still exist. One has been highly modified as a fishing boat. The second was in Thailand and was kept in very similar configuration to its original (*HTMS Nakha/LSSL 751*, formerly USS LCS 102). The National Association of USS LCS(L) 1-130 was successful in having *HTMS Nakha* transferred for public display in the U.S. She was officially released from the Royal Thai Navy in November, 2007 after being returned to the U.S. in September of that year. As of May 2017, [USS LCS 102](#) is under restoration and upkeep. It is open to the public on Tuesdays, Thursdays and Saturdays or by special arrangements at the former Mare Island Naval Ship Yard in Vallejo, California, just north of San Francisco.

BOOKS AND PUBS

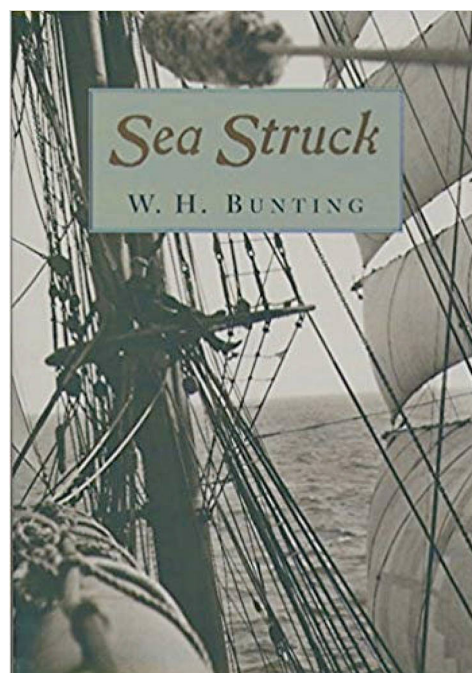


SEA STRUCK

— W. H. Bunting

For young men more than a century ago, "going to sea" was as much a rite of passage as making a grand tour of Europe.

Recommended by John Marinovich, *Sea Struck* brings alive the final decades of square-rigged sail through first person accounts of voyages made on three ships by three young, well-born men from Massachusetts. There is plenty of adventure in this book—storms, men overboard, discipline that bordered on brutality, and exotic ports. There is also an interesting look into the lore of the sea and sail and the global web of connections in the New England maritime community. There are photos throughout the book that John says are *Great!* Available from Amazon.



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 each month by 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:

Bill Brown
3 Clayton Drive, Clarksburg, NJ 08510
(732) 294-8960
E-mail: wldjbrown@gmail.com

VICE PRESIDENT:

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

TREASURER:

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

SECRETARY:

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

WEBSITE CONTACT:

Chuck Passaro
E-mail: cpassaro123@gmail.com