

# **THE FOGHORN**

***Newsletter of the Marine Modelers Club  
of New England***

**2021-- Our 31st Year!!**

**July 2021**

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## **Upcoming Events**

**Sunday, July 11, 1-4pm: Fun Float at Redds Pond in Marblehead.** We are returning to Redds because we couldn't find another suitable location for the July Float. Weeds or swimmers are the main obstacles. We expect to return to be able to return to Sharon for our annual late August picnic.

**Salem Maritime Festival:** Usually held on the first weekend in August. Not happening this year!

**Saturday, August 28, 11am – 3pm: Club Potluck Picnic and Fun Float** at Memorial Park Beach in Sharon, MA.

## **Joint Fun Float with the Maine Club!**

Make your plans now to attend the joint Fun Float with the Mid-Coast RC Boat Modelers (otherwise known as the DownEast Radio Control Shipmodelers) joint Fun Float at Rogers Pond Park in Kennebunk, ME, on Thursday, Sept 16<sup>th</sup>. Hours are 10 am to 3pm. This is a beautiful pond, and past events have been a lot of fun. This event is worth taking a day off from work!!

Rain date will be the following week, on Thursday, 23 Sept.

## **June Fun Float: “Warships on Redds Pond”**

The event was held on a beautiful day. The theme of the day was “Warships”, and we had another great day to sail our models. Redds pond was full, with no weeds, so the conditions were perfect! We had a good turnout: Alan Beeber, Eric Bertelsen, Charlie Tebbetts, Mike Hale, Bruce Murray, Bob Prezioso, Bill Michaels, Linda Arini, Shaun Kimball, and Lou Hills. We also had a couple of guests-- Jeff York, and Bob Waldia. It was a great day to run, there were a lot of boats on the water, and several people sent in photos. (Which I really appreciate, as there was too much to keep track of by myself!)

Shaun Kimball sent in this photo three Arleigh Burke class Destroyers, and his Forest Sherman class Destroyer, all in 1/96 scale. The three Burke-class ships are: Jeff York's USS Halsey (DDG-97); Eric Bertelsen's USS William Lawrence (DDG-110); and Bob Waldie's USS John Basilone (DDG-122). The Destroyer Flotilla made several circuits of the pond together, though the OTC (Officer in Tactical Command) wasn't always happy with the skippers' station-keeping!



Eric Bertelsen took this photo of his USS William Lawrence:







Above: Eric Bertelsen's fleet, with Jeff York's USS Halsey in the foreground.

Below: Eric took this great shot of Bob Prezioso's Mega- Yacht.







Eric Bertelsen also took this photo, a close up of the detail on Bruce Murray's 1/200 scale German Battleship Bismarck.

Alan Beeber send in several photos. Below is Bill Michaels' 1/144 scale Escort Carrier USS Guadalcanal.





Mike Hale's Viet Nam-era River Patrol Boat ran well. The Pro-Boat RTR boat is powered by a pair of water jet drives, and moves out in a manner similar to the prototype. Below, Alan Beeber caught it moving slow enough to get a good photo:

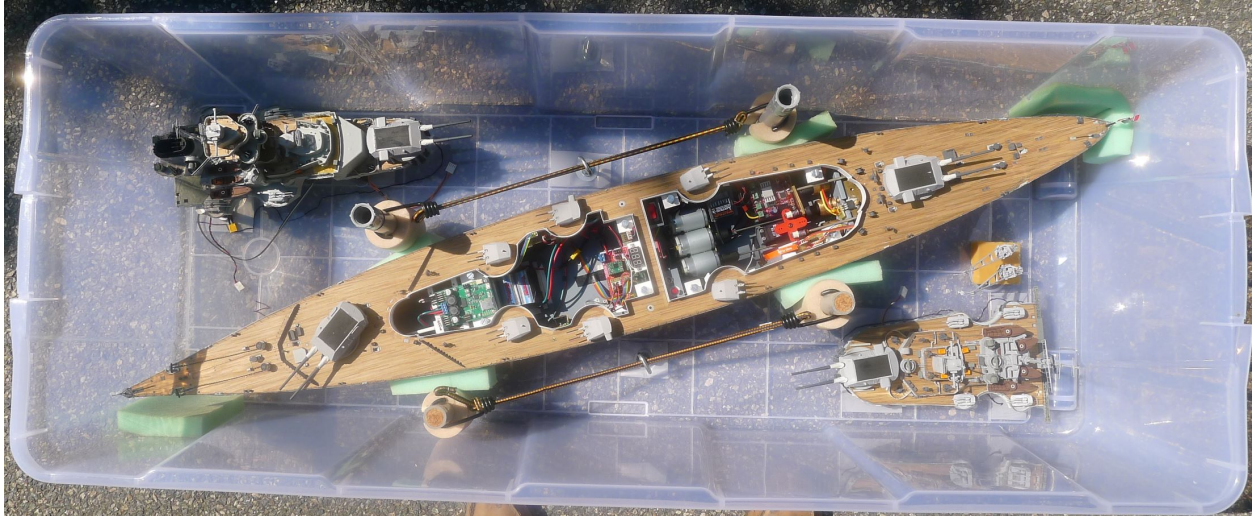


Bruce Murray brought along his impressive 1/200 scale German Battleship Bismarck. Your editor never gets tired of looking at all the fine detail on the model!





Bruce and I talked at length about how I used a large plastic storage bin as a transport box to protect my carrier from “handling damage” when transporting the model to/from club events. Bruce was very interested and later emailed me to let me know he had found a bin just big enough to hold his 50 inch long model on the diagonal.



Above: Note that the superstructure pieces mount on posts, to keep them from sliding around and getting damaged while the model is in transit. Bruce also reported that he was able to use the lid upside down as a shallow test tank, which made it easy to fine tune the model's trim. (A trick I used for my carrier as well.)

Below: Bruce's Bismarck, ready for travel, safe and secure!





Eric Bertelsen captured this great shot of Charlie Tebbetts' USCG 40 footer:



Below: Mike Hale's Atlantic Tugboat.





## **Nantucket Lightship Tour**

On Saturday, June 19<sup>th</sup>, club members toured the the museum ship LV-112, known as the Nantucket Lightship. Club members and family attending included Eric Bertelsen, Barbara Wyse, Bill and Kaja Michaels, and Bob Prezioso.

The LV-112 is moored at the East Boston Shipyard and Marina, with a beautiful view across the water of downtown Boston. The staff at the ship was terrific and gave us an extensive tour of the ship. The ship had recently spent several months in drydock, getting decades of rust and decay attended to, and the caretakers are still working on cleaning up and reinstalling some gear. The ship is already in pretty good condition and the tour was very interesting.



Your editor brought along his model of the Nantucket, which was well received by our hosts!



## **About Nantucket Lightship/LV-112**



Nantucket Lightship/LV-112, a National Historic Landmark, is the largest U.S. lightship ever built and recognized as serving on the most famous lightship station in the world. Nantucket/LV-112 is unique — one of a kind— and its homeport has always been Boston. It operated from 1936 to 1975 from the U.S. Lighthouse Service and U.S. Coast Guard — Boston. In 2012, the National Trust for Historic Preservation selected LV-112 as a National Treasure.

LV-112 was considered state-of-the-art when built, exclusively designed to be virtually unsinkable and withstand the treacherous conditions of Nantucket Shoals Lightship Station, where it served for 39 years. The nonprofit group, the United States Lightship Museum (USLM), was specifically established to rescue and restore LV-112. The USLM brought the ship back to Boston in 2010 from Oyster Bay, Long Island, NY, to be restored. The USLM is a 501(c)3 nonprofit organization composed of all volunteers. So far, the USLM has restored approximately 70 percent of the ship.

A lightship is a floating lighthouse that was administered and maintained by the U.S. Coast Guard. Prior to 1939, the U.S. Lighthouse Service (USLHS) administered all U.S. lightships. The

USLHS merged with the U.S. Coast Guard in 1939. In addition, lightships were stationed off U.S. coastal waters, including the Great Lakes and Gulf of Mexico where it was impractical or not feasible to build a permanent lighthouse structure.

LV-112 was built after its predecessor, Nantucket/LV-117, was rammed and sunk in heavy fog by the RMS Olympic, a sister ship to the RMS Titanic. Seven of the eleven LV-117 crew members died as a result of the collision. The British Government and White Star Line paid reparations to the families of the LV-117's crew members and the U.S. for the construction of LV-112, which cost \$300,956 in 1935 when construction began.

Nantucket Shoals Lightship Station was the most remote offshore lightship station — 100 miles from the U.S. mainland — and the most treacherous lightship station in the world. Nantucket Lightship was the first beacon and U.S. landmark seen by ships and immigrants on board entering the United States from Europe and was nicknamed “The Statue of Liberty of the Sea.” Transatlantic shipping set their course to Nantucket Shoals Lightship Station first, before branching off to their U.S. East Coast ports of call.

LV-112's primary light beacon on the mainmast (restored and operational) is 400,000-candlepower and was reportedly seen as far as 50 miles at sea (designed to be seen 23 miles). The foremast is equipped with a duplex 500 MM lens lantern. It also has a two-tone diaphone fog signal (restored and operational) with a range of 14 miles, and a radio beacon signal antenna. In addition, LV-112 has a 1,100 lb. auxiliary deck-mounted, hand-operated fog bell.

Lightship duty was extremely dangerous. Lightships and their crews were required to remain anchored on station, regardless of weather conditions, including dangerous sub-freezing winter storms. In 1954, Hurricane Edna and Carroll (back-to-back hurricanes, 11 days apart) hit LV-112, which survived destructive 110-mile-per-hour winds and horrific 70-foot seas caused by both hurricanes.

Lightships were used as navigational aids in the U.S. from 1820 to 1983. A total of 179 were built, including 11 that served on Nantucket Shoals. Presently, only 14 U.S. lightships remain. Nine have been designated National Historic Landmarks and now are museums, including LV-112— the only lightship museum berthed in New England