



THE BROADAXE
NEWSLETTER
of
THE SHIP MODEL SOCIETY OF NEW JERSEY
Founded in 1981



Volume 32, Number 3

March, 2014

**MINUTES OF THE REGULAR MEETING
March 25, 2014**

At 6:45, 23 members and one guest (**Ken Whitehead** from Brooklyn NY) were called to order by Pres. **Tom Ruggiero** and our March meeting was underway.

We are continuing to try out our new meeting format where an abbreviated business meeting is followed by the tech session. The length of the tech session will determine the schedule for the rest of the evening. A long tech session will be followed by the break, new business, books and publications and then the show and tell portion. A shorter tech session will be followed by new business and then the break. If you have something you wish to discuss as “new business” please tell **Tom Ruggiero** before the meeting starts or during the break so that he can apportion the time fairly. This is not intended to limit or censor the subjects discussed but simply to make sure that every member has a fair portion of the available time to present their ideas. The time constraints imposed upon us by the library has had the positive effect of forcing us to curtail tedious business subjects and focus on modeling and group activities.

Ken Whitehead was unanimously elected to membership in the club. Welcome aboard!

Again, we are encouraging members and guests to attend our meetings. If you are at all interested in model shipbuilding you will receive a **warm welcome**. Members range in experience from those making their first effort to old salts [who are more than happy to share their expertise if asked]. Ship modeling is not a competitive event; it is an exercise in creative problem solving. Few people who have not put their hand to this or something similar can appreciate the skill needed and the beauty of the results.

We are truly living in the **golden age of club activity**: we have our monthly club meeting on the fourth Tuesday of every month, the Aardvark meeting on the third Saturday of every month, and the Pinnacle Group

meets on a monthly basis as well. In addition to this feast of modeling goodness, we have our annual Bahrs luncheon and the Joint Clubs Conference, both in April, to look forward to.

So please come join a group where your efforts will be understood and appreciated.



Treasurer’s Report

The complexities of dealing with the proceeds from the auction and the ongoing sale of **Bob Brehm's** estate has made it impossible for **Ken Schuetz**, our treasurer to give us a precise itemization of our expenditures, income and balance. As we stated last month, however, we remain solvent and our income continues to exceed our expenses.

Ken has paid \$900 for the Admiralty workshop but has only taken in \$700, so if you have signed up for the workshops but have not submitted your deposit, please do so



OLD BUSINESS

The Joint Clubs Conference is Saturday, April 26. Don’t forget to send in your fees as soon as possible because the price increases as the date approaches. You’ll find the registration form under “What’s New” on our club site.

<http://www.shipmodelsocietyofnewjersey.org/whats-new.php>



Michael Storch has volunteered to do our tabletop presentation. Michael will be demonstrating sharpening techniques and explaining the pros and cons of various sharpening stones and sharpening jigs. **Larry Friedlander** will be providing a selection of modeling and historical books for our door prize.

<http://www.shipmodelsocietyofnewjersey.org/whats-new.php>

Chuck Passaro has rented a table and will be selling blocks, rigging line, lantern kits and other products.



Tom Ruggiero is continuing to look into arrangements for a trip down to Annapolis. Hopefully we will be able to join the Annapolis ship modelers Association during one of their sessions and then take a look around the museum with Don Preul.

<http://www.usna.edu/Museum/rogers.htm>

Admiralty Workshop

Jim Lavelle has succeeded in arranging for an Admiralty workshop to be given at **Tom Ruggiero's** house June 7th and 8th. Holding it in this area will lower the total cost of the workshop because we don't have to arrange for hotel rooms, transportation and meals. Right now the workshop is fully subscribed. This is the list of subjects the attendees have voted for:

1. Making various types of splices
2. Seizing lines and blocks
3. Tying the most frequently used knots
4. Making a mouse and eye
5. Creating realistic foot ropes and rope coils

Thanks again to Jim for putting this workshop together.

Bahrs Luncheon

Good food, good company, indeed a very good time was had by all. [See page 12 photos from the day]



Bob Brehm's Tools Estate

In the seemingly never ending effort to sell off the remains of Bob Brehm's estate, **Tom McGowan** brought in a box full of X-Acto and similar knife blades which he sold for the stunningly low price of two packages for one dollar. This is another reason to attend our meetings since almost every month sees books,

paint, brushes, knife blades and other modeling essentials being sold for truly “insider” prices. Tom and **Michael Storch** have created a partial list of items remaining to be sold and this list will be posted on our club’s website. If you are interested in purchasing any of these items please get in touch with Michael or Tom.



NEW BUSINESS

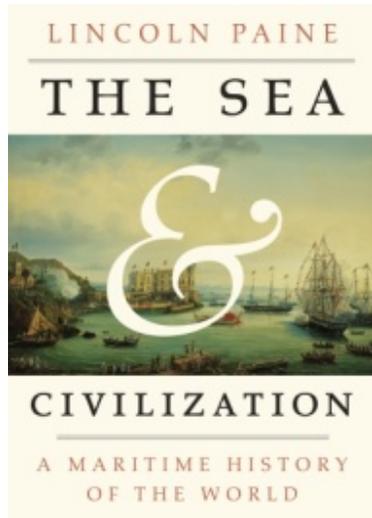
Tom McGowan and **Michael Storch** brought in some mini brushes and paints from **Bob Brehm's** estate and sold them; Brushes: one dollar for 10 and two dollars for 25; Paint: one dollar/bottle [money back guarantee].

Jeff Fuglestad brought in some wood salvaged from downed trees and offered it for free to anyone who was willing to mill it to usable sizes.



BOOKS AND PUBLICATIONS

John Marinovich brought in a copy of “*The Sea and Civilization*” by Lincoln Paine and published by Alfred A. Knopf. One of the subjects John found very interesting was the rise of “super ships” with drafts of 72 feet that can only be unloaded offshore. The Amazon blurb about the book says “A monumental retelling of world history through the lens of maritime enterprise, revealing in breathtaking depth how people first came into contact with one another by ocean and river, lake and stream, and how goods, languages, religions, and entire cultures spread across and along the world’s waterways, bringing together civilizations and defining what makes us most human. Lincoln Paine takes us back to the origins of long-distance migration by sea with our ancestors’ first forays from Africa and Eurasia to Australia and the Americas. He demonstrates the critical role of maritime trade to the civilizations of ancient



Egypt, Mesopotamia, and the Indus Valley. He reacquaints us with the great seafaring cultures of antiquity like those of the Phoenicians and Greeks, as well as those of India and Southeast and East Asia, who parlayed their navigational skills, shipbuilding techniques, and commercial acumen to establish thriving overseas colonies and trade routes in the centuries leading up to the age of European expansion. And finally, his narrative traces how commercial shipping and naval warfare brought about the enormous demographic, cultural, and political changes that have globalized the world throughout the post–Cold War era. This ... intellectual adventure shows us the world in a new light, in which the sea reigns supreme. We find out how a once-enslaved East African king brought Islam to his people, what the American “sail-around territories” were, and what the Song Dynasty did with ... human-powered paddleboats with twenty paddle wheels and up to three hundred crew. Above all, Paine makes clear how the rise and fall of civilizations can be linked to the sea.”

Hardcover: 784 pages

Publisher: Knopf (October 29, 2013)

Language: English

ISBN-10: 140004409X

ISBN-13: 978-1400044092



Remember that you can now fill out and print your *Show and Tell*, *Books and Publications* and *Tool Talk* forms on your computer before you come to the meetings. The forms can be found on the website under the heading “Resources” On the “Resources” page you will see “Downloads” at the lower left. Keep clicking and you will be able to add your information directly onto the form and then print it. This is intended to help you fill out the forms more completely and to give you more time to interact with your friends at the meeting rather than scribble out your notes as fast as you can.

Forms Link:

<http://www.shipmodelsocietyofnewjersey.org/downloads.php>



WEBSITE & LENDING LIBRARY

Website: <http://www.shipmodelsocietyofnewjersey.org/>

Missed one of the past issues of the Broadaxe or need to look up a previous article... Did you know that back issues of the Broadaxe dating from 2002 to the present are available online at the club’s website?

<http://www.shipmodelsocietyofnewjersey.org/broadaxe-online.php>

Model Ship World Links to other club’s newsletters

<http://www.shipmodelsocietyofnewjersey.org/important-links.php>

Resources Available on the club's website:

Club Library - The Ship Model Society of New Jersey

<http://www.shipmodelsocietyofnewjersey.org/important-links.php>

Lending Library:

<http://www.shipmodelsocietyofnewjersey.org/club-library.php>

ModelShipWorld.com:

<http://modelshipworld.com/>



TECH SESSION



Jim Lavelle brought in a YouTube video on soldering. The video discusses the importance of beginning with a clean and tinned soldering tip. To tin the tip, begin by cleaning it with some sandpaper or a file, heat the tip and then dip it in flux, apply solder to the tip until it is coated and then shake or brush off excess. It is important to be sure that you are using the proper type of flux. No matter how clean the surface is, heating it will produce oxidation, which the proper type of flux will prevent, thus allowing the solder to flow. The soldering iron must be hot enough to heat the solder and the surrounding area to the melting point but not so hot that it will distort or destroy the surface. The surfaces to be

soldered together must also be clean. The surfaces should be prepared so that they match closely because solder will not bridge a large gap. When the surfaces are clean and closely matched, a small amount of flux should be applied to the area to be soldered. The amount of heat applied must be proportional to the dimensions of the item to be soldered. Too much heat may damage or melt the surfaces. Too little heat will result in a "cold" solder. A cold solder means that the heat was not intense enough to melt the solder properly. It will result in it dull, lumpy blob instead of a shiny, smooth seam joining the parts.

<https://www.youtube.com/watch?v=iBji-Oz3J7E>



Tom McGowan brought in his resistance-soldering outfit. Tom uses "silver bright" solder, which he buys from Micro Mark. A big advantage of resistance soldering is that it does not heat up the surrounding area and therefore does not run the risk of loosening previously soldered joints.

<http://www.micromark.com/250w-120v-complete-resistance-soldering-outfit-with-tweezer-handpiece,7499.html>



Tom Ruggiero brought in an old soldering gun that belonged to his father, which still works. He also brought in a small "cold soldering" device he bought at RadioShack. This is the little brother of resistance soldering. Using four AA batteries this device produces a short across a small area, which will solder very small items. To be effective the surfaces must be clean, fluxed and with solder in the correct position.

<http://www.radioshack.com/product/index.jsp?productId=21097826>



We are also hoping for a revived focus on tech sessions. **They do not have to be individual efforts** but can be a collaborative effort between several members who might be approaching some aspect of modeling in different ways. It would be wonderful if over the span of two or three years every member had participated in a text session.

Ed. Note: Use your imagination to come up with new topics. Here are but a few more examples of potential tech session topics: Casting, Photo Etching, etc., etc., etc. Please bear in mind that if a topic interests you, then you can be assured that others in the group will share your interest. Also note that **you do not need to be an expert in a topic**; you need only to be open to the possibility of learning something new and sharing it with others.

Everyone (and we do mean everyone) [regardless of your modeling level or expertise] has at least one thing that they can share with the collective group. We all gain from the sharing of information.

There will be No Tech Session for the April meeting



THE PINNANCE GROUP

Barry Rudd has finally moved into his new digs in Fairlawn, New Jersey and he invited the Pinnacle Group over to hold their monthly meeting. Barry is set up in a very nice basement with plenty of room to for his power tools and working areas. He also has space set aside for a den and another space where a small group can hold its meetings. Barry laid out his usual copious spread of assorted bagels, donuts, and coffee... yum.

Barry enjoyed showing us how he can attach all his tools to his shop vac and demonstrating his power sharpener. **Barry, Dennis Powell, Tom Ruggiero, Ken Pomplun Roy Goroski, Michael Storch, Chuck Passaro, Jim Lavelle and Larry Friedlander** were in attendance and all had a good time sharing building tips for working on the pinnacle, seeking advice for making gratings, and assorted miscellaneous modeling discussion. Alternative techniques for creating the grating were offered by Tom R. and Larry. Larry demonstrated a grating jig that he had created based upon a Greg Herbert/David Antscherl design. Pros and cons of the different methods were offered.

Thanks to Barry for graciously hosting the group's February meeting; we wish Barry and Isabel the best of luck in their new home.

April is a very busy ship modeling month and therefore there will be no Pinnacle Group meeting held in April.



SHOW AND TELL

At recent meetings we have had a wide variety of show and tell items, many of them work in progress rather than finished projects. Some of our members are still working on their first or second model while others have lost count of their show and tell presentations. **We are highly appreciative of members who take the time and effort to bring their models in and share their successes and frustrations.**

Ed. Note: **Please do not feel that you can only bring in finished models.** Works in Progress are highly desirable and stimulate a lively discussion.

Featured Modeler

Tom Ruggiero brought in his completed (yay!) 21 foot pinnace slightly modified by adding a central plank and cabinets under the benches. The cabinets under the seats serve a dual purpose; giving better support to the cantilevered seats and providing storage. Tom used photographs to ensure the authenticity of the storage areas. The base is modeled after a similar structure Tom saw on the National Maritime Museum ship site and the supports were turned on a lathe. For the first time Tom used modeling acrylic paint. Following **Chuck Passaro's** instructions produced a finish with which Tom is very happy. Tom is now an expert on carving tiller handles since he had to carve four before his fifth one turned out satisfactorily. Tom learned that the direction of the cut and providing adequate support are essential for successful carving.





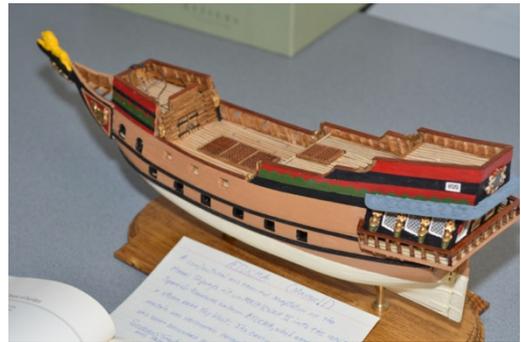
Don Otis got a call from his son requesting a ship to place in his vacation home on one of the Key West islands. Using a hull from the Model Shipways Mayflower kit, Don is building his interpretation of the *Atocha*, a Spanish treasure ship of about 1600. Don is enjoying the build because he is using a variety of materials that he salvaged from two models he built



some 40 years ago and then scrapped. The wood of those kids was unsatisfactory but the fittings were very good. Don is not trying to be

historically accurate; he is building a personal version of a Spanish treasure ship that sank during a storm in the vicinity of Key West Florida. Don is using illustrations from the *Seafarers* series published by Time Life books as inspiration. He is making his own sails and is using the rigging plans from a book called "The Galleon" by Don Kirsch, translated from the German, as a guide. Don cut out little discs of Bristol board and glued them on the quarter galleries to simulate the proto-types' roof

shingles. Don hopes to be finished in about three months.

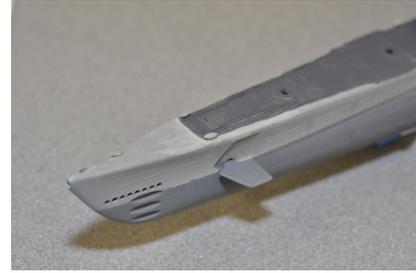
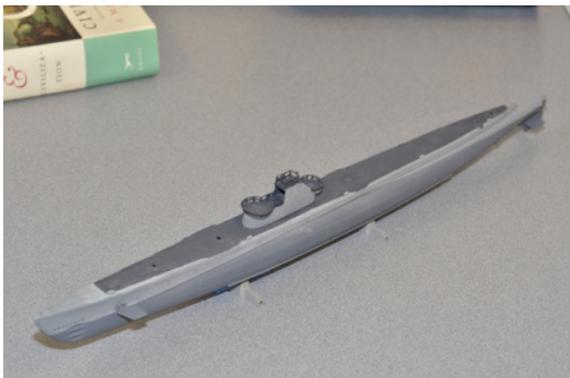


The *USS Gunnel* was **Jim Lavelle's** father's submarine during World War II. He served on all seven of the *Gunnel's* Pacific war patrols, serving in the after torpedo room. His first CO was Sen. John McCain's father. The *Gunnel* served as a guide boat for Operation Torch, the invasion of North Africa, after which she was bombed and strafed by a British bomber in the Bay of Biscay. She was then transferred to the Pacific. On her second patrol she was nearly lost to depth charges and was kept underwater 34 out of 36 hours. The *Gunnel* sank six Japanese ships, coming in 19th in number of enemy sunk. She was decommissioned on May 18, 1946.



This is an eight-dollar Revell model, which Jim has bought to practice his painting and weathering techniques. He is relying on **Roy Goroski's** DVDs "Weathering German Warships" and "Building R/C Model Submarines with David Merriman". The color scheme is very simple; black and gray. The kit-supplied guns are inaccurate, so Jim is scratch building replacements. Inside the model, where if everything goes right no one will ever find it, is a note telling who built the model, why it was built and when. **Mason Logie** knows of a company that produces accurate guns and photo etch to detail this kit.

<http://www.revell.com/model-kits/ships/index.html>

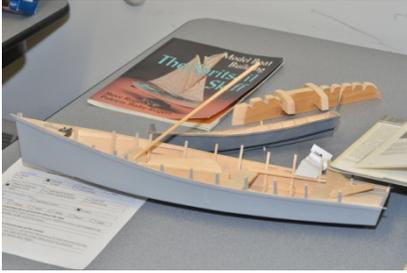


"Model Boat Building - The Sprintsail Skiff" by Steve Rogers and Patricia Staby-Rogers" is the book **Dennis Powell** is using as the source material for his Sprintsail skiff. He bought the book about 10 years ago and it is still available for \$11.33 new or two cents used on Amazon. These skiffs, used as small fishing boats, originated in Pamlico Sound, North Carolina, but have been modified by their owners/builders



and now appear in the Chesapeake Bay. The original plans were in 1 inch to 1-foot scale, which Dennis scaled down to half inch to 1-foot scale. The models are built on a jig. Dennis used various woods; box, bass and other scraps remaining from the many unfinished models sitting around in his basement. Dennis finds the building simple and satisfying and may even finish this model.

<http://www.amazon.com/Model-Boat-Building-Sprintsail-Skiff/dp/0887405347>



John Marinovich is working on a model of the *USS Bear*, originally built in Scotland in 1884 for the sealing industry. After 12 years in that industry the Coast Guard bought her to be a part of the rescue mission to save the surviving sailors of the Greely expedition. She was then transferred to the treasury department for use in Alaskan waters where she remained for 41 years. The *Bear's* duties on the Alaskan Patrol were many. “She carried mail, which had accumulated at Seattle during the winter, as well as Government agents and supplies. On her trip south from Alaska, she transported Federal prisoners and other questionable characters whose presence in Alaska ‘was undesirable’. The deck of the

Bear often served as a court where justice was dispensed swiftly but fairly. The *Bear* also conducted investigations, undertook crime prevention and law enforcement. She and other cutters like her were often the only law in that turbulent part of the world. The *Bear* also conducted soundings to improve charts of Alaskan waters, and her surgeon furnished medical attention and surgery to natives, prospectors, missionaries, and whalers. These duties are still part of today's Bering Sea Patrol.” (U.S. Coast Guard Historians Office) One of her missions was to feed a starving Alaskan village by loading a herd of reindeer from Siberia. She was the first US vessel to have an African-American captain. She eventually sank more than 200 miles east of Boston Harbor on her way to become a restaurant in Baltimore near the *USS Olympia*.

<http://www.uscg.mil/history/webcutters/Bear1885.asp>



If a person were to sail around the New York/New Jersey Harbor he might notice some unusual structures slowly rusting at the shore. These just might be car float aprons, which were used by Northeast railroads for over 100 years for offloading railroad car barges. “To move freight cars between land and car floats, railroads and some private industries constructed Carfloat Aprons. These structures consist of a moving apron (similar to a bridge) that can be locked with the float. This keeps the tracks aligned during switching and allows the float and the apron to move up and down with the tides. Counterweights and lifting machinery are housed in the towers at the end of the apron.”(Walther’s Model Railroad Products). **Mason Logie** has been looking for one of these kits to go along with his barge model for several years. He originally saw it in a hobby store but thought that it was too expensive. On further reflection he changed his mind, and went back to the store, only to find that the kit was sold and out of production. Happily,



Walthers has reissued it and Mason bought it before it had a chance to disappear again. Rather than being a model of a specific car float apron, this appears

to be Walter’s idea of what a generic car float apron would look like. Mason will take pictures of a car float apron on the Hudson River and will modify it to be more prototypical.



<http://www.walthers.com/exec/productinfo/933-3068>



AARDVARK WORKSHOP

We want to thank **Tony** and **Sally Alworth** for the continuing use of the Aardvark quilt shop (748 Speedwell Ave. Morris Plains, next to the Plaza Restaurant). The February 15 meeting was attended by **Tom Ruggiero**, **Ken Pomplun**, **Roy Goroski**, **Jim Lavelle** and of course **Tony Alworth**. Club members who have not attended an Aardvark meeting are missing a very enjoyable experience.





The next Aardvark meeting will be April 19th and all future meetings are scheduled for the third Saturday of the month.



TOOL TIME

Pattern Transfer: Self-Adhesive Mylar Film

There are many techniques for transferring a pattern to wood; these range from free hand drawing, to tracing, to printing out a copy of a pattern on paper and then gluing it onto a piece of wood. Freehand and tracing are effective because you are not destroying your pattern, but this technique which is dependent upon the skill set of the drawer and the quality of the end results will vary. Paper transfer, while simpler than free hand drawing, has some possible downsides as well: you have to glue the paper to the wood; you can get fuzzing when the saw blade comes in contact with the paper, and due to papers internal properties, you can easily distort the pattern.

Stencil Film is a forth alternative for pattern transfer that provides a quick and easy way for transferring designs to wood for carving or scroll sawing. Stencil Film is a self-adhesive Mylar that will work in most copier machines or **laser printers** [note: cannot be used in a inkjet printer]; it is stable, so you can be assured that the dimensions of the pattern will stay true to scale; and, while I can't provide scientific proof, the film does seem to have a lubricating property when it comes in contact with the blade causing less heat build-up and cleaner cuts.

<http://www.treelineusa.com/self-adhesive-stencil-film.html>



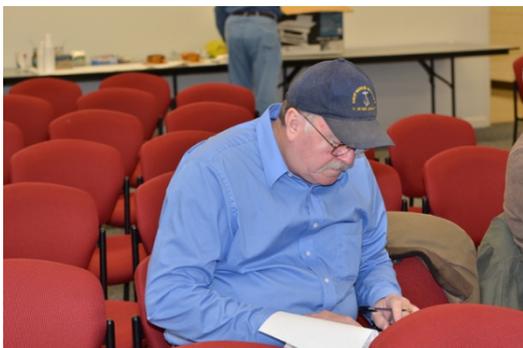
CANDID SHOTS



Two Kens... sharing a moment



Barry... I hope that's a big check



Jim in a serious moment of contemplation



A rapt audience



Food, ship models... we must be in the right place



A chance to catch up on conversation

The next club meeting is April 22 at 6:45.

The **'BROADAXE'** is published monthly by The Ship Model Society of Northern New Jersey, 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 e-mail in PDF format.

Regular meetings are held on the fourth Tuesday of every month at 7:30 P.M., at the Millburn Free Public Library, 200 Glen Avenue, Millburn, New Jersey. Guests are always welcome.

Contributions to the **BROADAXE** are always welcome, and SMSNNJ 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 e-mail. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

The **Broadaxe** is written by Larry Friedlander, edited by Michael Storch, and distributed by Chuck Passaro and Ollie Ericksen.

Your ideas and suggestions are always welcome in the Broadaxe. Please submit them to Larry Friedlander.

If any member would like an email copy of the roster please drop a note to Larry Friedlander at the email address listed at the end of the Broadaxe. If there is an error on the roster let Larry know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Chuck Passaro because if it is, you won't get the Broadaxe and member bulletins. You can eliminate the filtering by adding Chuck Passaro'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 the secretary (address at the end of the Broadaxe) 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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THE BROADAXE NEWSLETTER
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Founded in 1981

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March 2014

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The next club meeting is April 22 at 6:45.

MILLBURN PUBLIC LIBRARY

There will be no **tech session**

So we will try something a little different. In addition to the usual show and tell etc., members are encouraged to bring in kits in boxes.

Models we've bought but never started,

Models we started but put back in the box,

Models we hope to build soon

And, **Models** we bought, but we know we will never build.

Who knows, maybe your disappointment will turn into someone else's inspiration.

Please note that the Executive Committee we will start the business meeting at 6:45 "so that we can get to the fun stuff more quickly."

Bahrs Luncheon

What could be better than a sunny day, a ship themed restaurant full of models built by our very own Henry Schaefer looking out over a narrow inlet spanned by a beautiful bridge and the company of 26 fellow modelers and their lovely companions? Simple answer! 30 or 40 fellow modelers and their lovely companions! Our second annual spring get-together on Saturday, April 5, was a highly successful combination of good food, a nautical setting, and the company of delightful luncheon companions. Conversation ranged from modeling to politics, from bagels to the history of Paterson, from cinema to books recently read, from the nature of brilliance to deep-sea diving; and that was just one end of one table.











Our very heartfelt thanks go to **Mason Logie** who made all of the arrangements for the luncheon.



Perhaps the best aspect of our club efforts over the past few years has been the increase in activities beyond our monthly meetings. We have our group build sessions, the Aardvark workshop, the joint club conference and our spring (and maybe, hopefully, fall) social get-togethers. In that vein, a nice group will be headed up to Mystic Connecticut on the Friday before the joint clubs conference at the end of this month and hopefully we will find other occasions to get together and enjoy each other's company.

Every member, new and old, is sincerely invited to every one of these occasions.

We look forward to seeing **you** soon!