



Volume 33, Number 2

Newsletter of the Ship Model Society of New Jersey

February 2015

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Our next club meeting is
March 24 at 6:45PM.

MILLBURN PUBLIC
LIBRARY

Tech Session:
Seizing by Rich LaRue

February Notes...

Tom Ruggiero thanked Steve Maggipinto for another fine issue of *The Broadaxe* and mentioned that anybody who wants to contribute an article for the newsletter is encouraged to do so. The article doesn't need to be print ready – a draft or a simple set of bullet points is OK. Olie Eriksen mentioned he had not seen *The Broadaxe* in months. Steve will look into this and get back to Olie. (Ed. note: This has been fixed.)

Thanks once more to Tony and Sally Alworth for use of The Aardvark Quilt Shop. Our meeting date has been pretty well standardized at the 3rd Saturday of each month starting at 10:00AM.

Some administrative items:

- Please let us know when you joined the club – the month if you know it, but if not, at least the year. As we get more experience, it's good to know the people who have been around for awhile. Another reason – if someone moves away, he is eligible to remain a member if that's what he wants. This is a provision in our Constitution.
- As most of us know, Bob Fivehouse has moved out to Colorado to be closer to his family. We have a membership category called "Honorary Member". At the February meeting, a motion was raised, seconded and unanimously approved that Bob be elected as an Honorary Member. Tom R. has drafted and sent a letter to Bob announcing his election; the letter is posted on Page 10 in this month's issue.
- We have 3 Plank Owners (club founders) who are still with the club: Al Geigel, Al Frazer and Stan Sinowitz. Tom is proposing that we make Al Geigel and Stan Sinowitz Honorary Members. Al Frazer is already an Honorary Member.



Financially, the club remains in good shape. We are able to pay our bills and that's a good thing. Thanks to Ken Schuetz's careful stewardship (don't call him "Scrooge", he's just a good manager), there are sufficient funds available to take care of unexpected contingencies.

There were no items brought to the February meeting for auction.

For photos of February events, [click here](#).

UPCOMING EVENTS

MARCH

- 14 - Echo Group Build
- 21 - Aardvark Workshop - 10:00AM, 748 Speedwell Ave., Morris Plains
- 24 - Monthly Meeting - 6:45PM, Millburn Library, 2nd Floor

APRIL

- 11 - Echo Group Build
- 18 - Aardvark Workshop - 10:00AM, 748 Speedwell Ave., Morris Plains
- 25 - Northeast Joint Clubs Conference, New London, CT
- 28 - Monthly Meeting - 6:45PM, Millburn Library, 2nd Floor

MAY

- 16 - Bahrs Luncheon
- 26 - Monthly Meeting - 6:45PM, Millburn Library, 2nd Floor
- TBD - Aardvark Workshop - 10:00AM, 748 Speedwell Ave., Morris Plains
- TBD - Echo Group Build

On the Horizon

Staten Island Show - Tentative
May 2015 (Fleet Week)

Joint Clubs Meeting - Tentative
April 2015 (Annapolis)

Tech Sessions

March 2015 - Seizing (Rich LaRue)

FEBRUARY 24 MEETING

In attendance: 27 Members, no Guests. All members observed a moment of silence for Ozzie's Thalmann's wife Joan, who passed away in December. Our thoughts and prayers are with you, Ozzie.

OLD BUSINESS



Joint meeting in Annapolis at the Naval Academy – Tom R. was at the Academy mid-February. He was there for business, but also had the opportunity to teach a class and attend an Annapolis Club meeting during the trip. He got to talk with Don Preul, Bob Giles and Jack Hudak. The group meets twice a week, and unlike our club, their meetings are work sessions with the models in the Academy's collection. The 3 men agreed to meet jointly with us; they get together on Thursday and Saturday. We would need to be there before 10AM. A tour of the Rogers collection led by Grant Walker can be arranged while we are there. Captain Rogers was a WWI army officer who purchased a slew of models from the British during the war. He bequeathed the models to the Naval Academy with the stipulation that they be displayed as one collection and that there be a Director of Models appointed by Congress. That person is currently Don Preul. Tom is suggesting that we plan a trip in the Spring or Summer this year.

Tech Sessions – We will be creating a questionnaire to find out what members would like to see. With this list, we will schedule tech or tool time sessions and recruit those with expertise in the topic to put together a presentation for the monthly meeting. Each topic doesn't need to have only one presenter – a team can decide to work together on it. With the schedule, we'll know what to expect months into the future and it will make planning the meetings a lot easier and more useful. We're not necessarily looking for experts in a field – if a member has an interest in a topic that's fine. The important thing is sharing what you know or have learned through research.

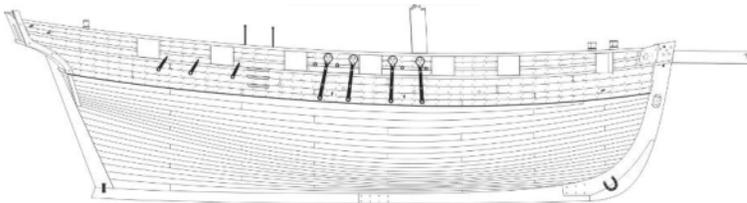
Northeast Joint Clubs Conference – Barry Rudd has agreed to be the chairman for the Jim Roberts Award and will be working with Michael Storch on the project. Tom R. will procure the door prize. All that's missing is someone to do the roundtable. We will need a volunteer for this by next month (March). Tom reminded members that registration fees increase as the date approaches. [Click here](#) for information on the conference and a registration form.

Mid-Atlantic Joint Clubs Conference – This event has been canceled.

NEW BUSINESS



Jim Lavelle brought a package of wood for *HMS Cheerful* that he had purchased from member Jason Clark's newly opened business, [Crown Timberyard](#). Jim opened the package at the break to let members see the quality of Jason's work. It is excellent – milled to perfection. Jim also purchased Swiss pear and holly from Jason for this project. Jason is operating a store front, so it's just a matter of ordering what you need and it will be custom milled and shipped. Jason is essentially taking over for Hobby Mill, which is shutting down.



Norwegian Cruise Lines is looking for 8 models to be built at a price of \$3500 - \$4500 each. Norwegian typically displays many high quality models on their cruise ships. They're seeking arctic exploration vessels. Alan Yedlinsky is in the process of building 2 of these. The company commissioning the work will pay crate and freight and take care of insurance. Nominal size is 1470 to 1550mm long, 650 to 750mm high and 250 to 300mm wide. Vessels needed are the *Maude*, *SS Viking*, *airship Norge*, *Belvica*, *Jason* and *Windward*.

Larry Friedlander raised a question: "How many members, when they go on our site, can tell me what our mission statement is?" Total silence. Larry read the current statement: "The Ship Model Society of New Jersey, with more than 80 members, is the only association in the Garden State dedicated to historically accurate scale ship modeling". Larry thinks this should be changed. The term "historically accurate" may be wonderful but it can be intimidating. Many of us don't even know if what we're doing is historically accurate.

Larry thinks the statement should be rewritten to reflect an environment that is more welcoming and inclusive. A motion was made and seconded to look into and perhaps rewrite the club's mission statement. Larry will head up this effort and will get back to the members with proposed changes for further discussion.

Tom McGowan mentioned that at one time a spreadsheet of Brehm estate items was listed on the website. He can no longer find it and asked that it be put back on the site. Tom said that satisfactory resolution of the Brehm situation has yet to be determined. Through much discussion it was decided that the best way to handle this (for now at least) is to make the spreadsheet available to all SMSNJ members. Those interested in specific items can then negotiate transactions privately without club involvement.

Roy Goroski gave some background on Historic Speedwell, a factory site of several buildings in Morristown dating back to the early 19th century. Historic Speedwell was the site of the first Morse Code machine and the place where the steam engine for the *SS Savannah* was built. Roy visited the site in December and spoke with one of the curators about our club. Recently, he received a call asking if we could put on a show there. Several members said they would be interested. Tom R. asked Roy to assemble a committee to determine dates, length of the show, security arrangements, whether they're looking for a live presentation, publicity, etc. There seems to be particular interest in a display highlighting the Civil War era.



SS Savannah

TECH SESSION

Chuck Passaro gave a presentation on Planking. Crucial to success when planking is knowing in advance where each strake will go on the hull, i.e., coming up with a detailed plan before doing any cutting or shaping. Chuck has put together a PowerPoint presentation on this ([click here](#)).

Rather than cutting strips from a wider sheet, which is wasteful, Chuck uses strip wood for planking. For older sailing ships, this requires a good deal of bending at the bow. The first step is shaping the strip where the rabbet is at the stem. Chuck uses a simple wire cutter and emery board for this. Once that's done the next step is tapering the strip so that it matches the width at every bulkhead. Chuck uses tick marks on the plank and paper strips to do this. In the case of *HMS Cheerful* (model being demonstrated), taper only needs to be done for the first 4 bulkheads, as the rest of the plank will maintain a constant width. Shaping starts with a rough cut using a #11 blade and finishes with the emery board. Taper is limited to no more than $\frac{1}{2}$ the width of the plank.

The next step is bending the plank to fit the curve of the bow. This is done using clamps, a flat surface with a shaping template and a hair dryer. It is not necessary to soak the wood beforehand. It's a waste of time and will swell the plank. On its max setting, the hair dryer puts out enough heat to shape a completely dry plank. It's OK to get close to the wood. After the plank cools, it will naturally follow the curve of the bow without having to force anything. To make sure that it fits perfectly against the plank below, the next step is to bevel one



edge with the emery board. The bevel doesn't have to be perfect to ensure a tight fit. Chuck uses CA with a toothpick for application and works a small area (2 bulkheads) at a time. Because of the steps he followed

Continued on Page 5



TECH SESSION

previously, he doesn't need to clamp anything. One thing to remember in planning is to make the planks wide enough (fewer planks) that they will not lose more than half their width in the tapering process. This will avoid having to use excessive drop planks. The method Chuck uses allowed him to create a configuration that matches exactly the original plans for *Cheerful*.

For YouTube videos of Chuck's presentation, Click the links below.

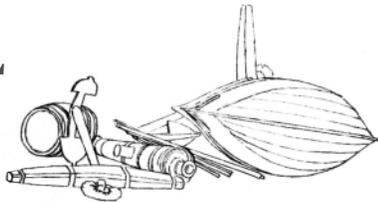
[Planking Part 1](#)



[Planking Part 2](#)



SHOW AND TELL



Jeff Fuglestad returned with his model of *RMS Titanic* on which he is making steady progress. For him, it's been an "on the job training build". Since the last review, Jeff has run into a couple of issues. He had been using wood planking to represent plating on the sides. It didn't work. So he covered the wood planking completely, went to an art store and located some paper that is fairly tight grained. He found this was easier to cut and bend than the wood. He attached the paper and followed up with a wash of Elmer's glue to give the paper a hard finish and allow sanding to a smooth finish. He also overlapped the plates from stern to stem, as was done in the actual ship.

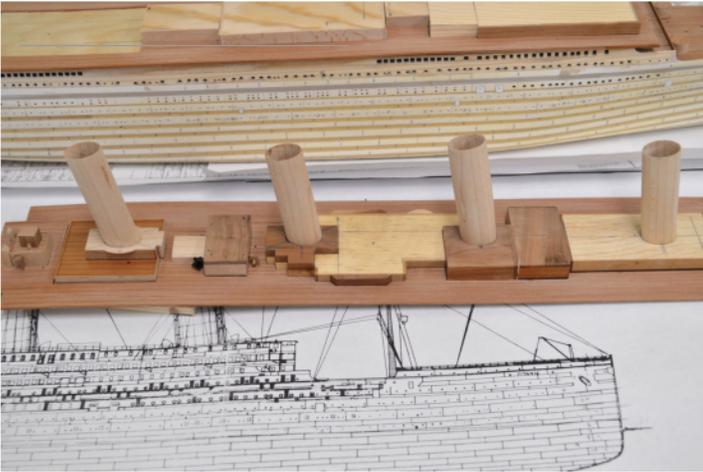
Another problem Jeff ran into involved the use of pine in the top window area. He encountered random hard pockets of resin not visible from the surface that threw off his drill. To remedy this, Jeff purchased a 2-part MinWax wood filler that can be easily shaped, sanded and painted once it dries (about 1/2 an hour). The filler can be purchased at any good paint store. Jeff says it is an excellent product. To shape the windows, Jeff used a drill and followed this up with a rough edged 1/32" Dremel bit. Final touches were done slowly and carefully using a square jewelers file.

All the decks are screwed down to make them removable as needed for detail painting. Jeff will be spray painting each of the model's fittings. Each fitting has an internal pin so that it can be easily and accurately replaced after the deck receives its final coat

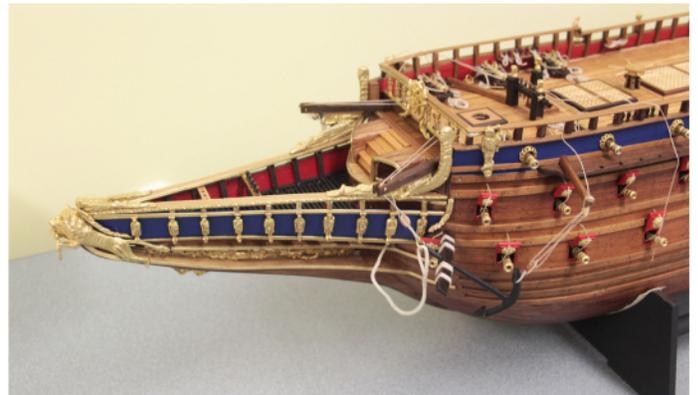
of varnish. Woods used have been pear, poplar, pine and some maple. Everything is edged in pear for a hard edge. Jeff may be hollowing out different areas for internal lighting. He is shooting for an April completion of *Titanic*.



SHOW AND TELL



Ernest Connor brought a model of the Swedish warship *Vasa*, a vessel completed in 1628. *Vasa* is probably best known for sinking on her maiden voyage after traveling less than a mile. The biggest problem Ernest encountered in



building the model was the brass. All of it needs to be ground down so it can be fitted to the curves of the ship. There are a total of 416 of these fittings that must be individually worked. Ernest used CA to attach the fittings. He has been working on the model off and on for almost 2 years. An interesting fact is that the port and starboard sides of the original ship were not identical. Two different crews were used to build the vessel, including shipwrights from different countries who used different practices. In addition, one crew got paid overtime, the other didn't! This lopsided configuration raises a dilemma – do you build it with identical sides (not historically accurate) or do you build it with different sides and risk your reputation as a craftsman?



SHOW AND TELL



Ken Whitehead reviewed his *Fair American*, a Model Shipways kit. Since last shown, he has completed the rigging. He decided to furl the sails to allow a better overall view of the model. He also added buntlines and leech lines. The kit Ken used had a poor rigging plan so he had to do some independent research.

Ken scrunched the guns together and moved them back but this raised problems with the channels. Also, he found he did not have enough belaying pins. The ones that came with the model were for the flawed rigging plan and caused crossed lines. Sailcloth came from Amati via [Cornwall Model Boats](#). Ken washed the sails, and in so doing, softened them up. He used the sail plan from Dave Antscherl's book. The sails are only half length so they don't bunch up too badly. Ken is not thrilled with the cannons; next time he'll purchase these from Chuck. The lantern, all the line and the blocks came from Chuck.

Some of the configuration issues Ken ran into are mirrored in the *Fair American* model in the Annapolis collection. *Fair American* was a privateer launched in Charleston and moved to Philadelphia. It sailed from Philly for almost 2 years and was very successful. A common problem for all American privateers was that they eventually ran into a more powerful British ship. *Fair American* encountered one of these off Jamaica and struck her colors. The vessel was then sailed to New York and sold to "Loyalists" who continued to operate her as a British privateer for another 1½ years.

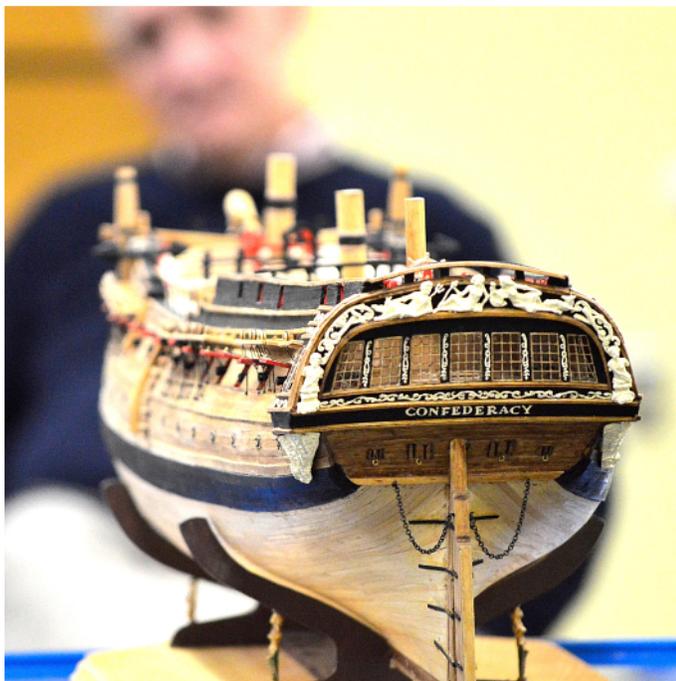


SHOW AND TELL

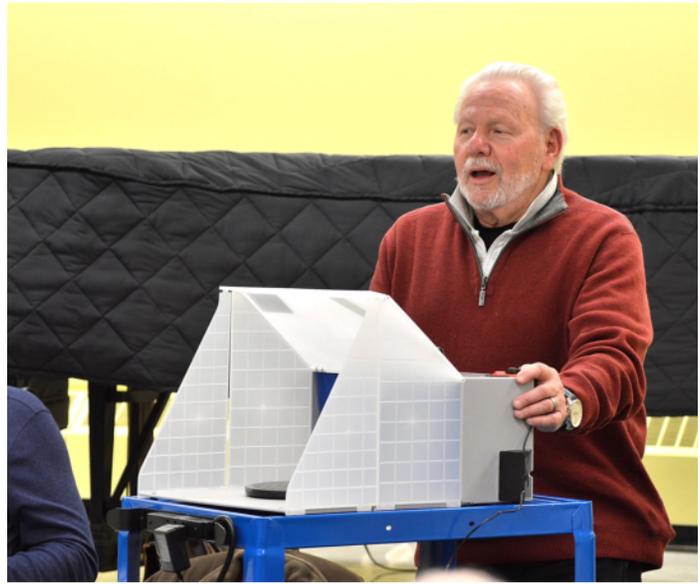
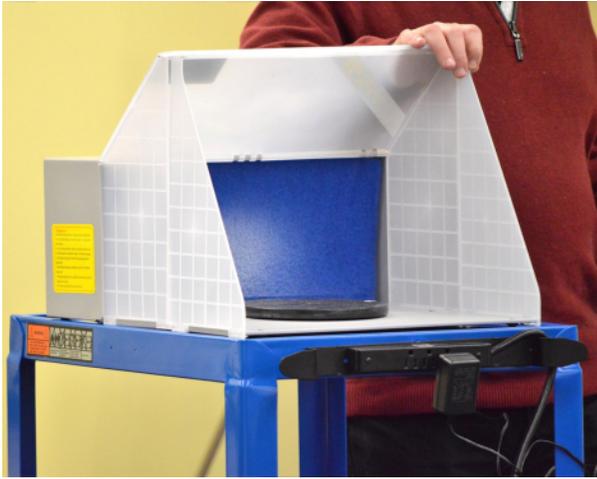


Don Otis continued his *Confederacy* build saga. Don praised Chuck once more for the quality of his build documentation and the excellent photos that accompany the kit. One of the things Don likes about the model is the open configuration on the port side, allowing interior views of such things as the stove, capstan and the parquet floor in the captain's cabin. Don found that he had to do some bending and shaving of the figurehead to make everything fit properly. Since the figurehead is white metal, and thus malleable, this

was easy. Don mentioned that this was a very pleasant build. He had originally planned to complete it in 6 months and this is about how long it took. One thing he pointed out is that the build requires a lot of sandpaper, as there is a fair amount of char on the pieces. The kit contains plenty of opportunity to recover from mistakes, as there is generous duplication of wood and PE parts. The model is ultimately destined for Connecticut where Don has children and grandchildren.



SHOW
AND TELL



Larry Friedlander brought a state-of-the-art spray booth (no, it's not a boom box!). Larry is getting seriously into airbrushing these days and thought this would be a useful addition to his workshop. The booth can also be used for sanding. It folds up nicely into a compact

package and includes a fan for fume/sawdust removal. The kit comes with a piece that screws onto the back and attaches to a tube that can be vented out a window much like a dryer hose. Larry paid \$80 for the booth on eBay. To find one like it, search "ebay spray booth".

Where to Buy It

Jim Lavelle recently had a good purchasing experience. In his own words...

"I've been using a company called [Rebel Metals](#) when I need small quantities of metal for various projects. I'm very impressed with their prices and their service can't be beat. For example, I placed an order on Monday morning for 6 pieces of C360 brass and the order arrived on Wednesday. I purchased:

6 pcs .125" x 72" @ \$7.00 per piece
1 pc .1875" x 72" @ \$12.00 per piece

Shipping was \$12.70 making the grand total only \$59.70 which, when you lump it all together, comes out to 8.5 cents per inch INCLUDING shipping.

"I've always found it difficult to find someone who will sell long pieces in small quantities. Rebel will sell you a single piece if that is all you need. I've found buying the stock in 6 foot lengths is really economical but they will also sell most things in 36" lengths. They only sell ROD, no tube or bar stock. They stock C360 brass, copper, stainless steel, aluminum and cold rolled steel in diameters from 1/8" to 1/2", depending on the metal."





Thomas Ruggiero
President
Ship Model Society of New Jersey
54 Peach Orchard Drive
East Brunswick, NJ 08816

March 1, 2015

Mr. Robert Fivehouse
163 Paradise Rd.
Golden, CO 80401

Dear Bob:

We are happy that you are going to be around your family. Nevertheless, we miss you already. You were part of or chaired numerous committees including NRG Conference, North East Joint Clubs, numerous Technical Sessions, the writing and revisions to our Club Constitution, as an Auctioneer for the white sales, as a mentor. You served in several different leadership positions including Secretary, Vice President and President. You lead with good humor and friendliness. You have meant so much to all of us. You were the first Secretary to move the Broadaxe from a simple newsletter toward a real publication.

When I joined SMSNNJ, you were already a member. You were always there to help as a mentor, but mostly as a friend. You helped us grow into a first rate Model Ship Organization and you will always have our respect and friendship.

As a club, and as you already know, we have a category of membership for those that contributed so much. Therefore, as President of SMSNJ it gives me great pleasure to inform you that the membership has voted you as an Honorary Member of the Ship Model Society of New Jersey. As an Honorary Member you will be on our mailing list as well as invited to participate in any of our meetings or functions. Also, you are entitled to vote on any issue that is before the membership.

With great admiration and respect,

Tom Ruggiero
President

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 Millburn Free Public Library, 200 Glen Avenue, Millburn, 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 written and edited by Steve Maggipinto, and distributed by Chuck Passaro and Olie Ericksen.

Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto.

If any member would like an email copy of the roster, please drop a note to Steve Maggipinto at the email address listed below. If there is an error on the roster let Steve know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Steve or Chuck Passaro because if it is, you won't get *The Broadaxe* and member bulletins. You can eliminate the filtering by adding Steve and Chuck's email addresses 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 Steve Maggipinto 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:

Steve Maggipinto
328 Sand Shore Rd., Budd Lake, NJ 07828
(973) 945-4509
E-mail: stevemagg@optonline.net

Club Officers

PRESIDENT:

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

VICE PRESIDENT:

Jim Lavelle
11 Red Twig Trail, Bloomingdale, NJ 07403
(973) 492-9407
E-mail: Jim@JMLavelle.com

TREASURER:

Ken Schuetz
34 Oak Drive, Roseland, NJ 07068
(973) 226-9004
E-mail: knschuetz@verizon.net

SECRETARY:

Steve Maggipinto
328 Sand Shore Rd., Budd Lake, NJ 07828
(973) 945-4509
E-mail: stevemagg@optonline.net

WEBMASTER:

Chuck Passaro
E-mail: cpassaro@verizon.net