



The Broadaxe



★ OF NEW JERSEY ★

Founded 1981

Volume 33, Number 10

Newsletter of the Ship Model Society of New Jersey

October 2015

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Our next club meeting is **November 24 at 6:45PM**

ROSELAND PUBLIC LIBRARY

OCTOBER NOTES...

October was a month for emails. We received 2 requests and a notification:

1. A Sea Bright resident asked for help in locating and purchasing a surfboat model of a type used by the [US Life Saving Service](#) from the 1800's to the current day. It seems the resident currently lives in a structure that once served as a Life Saving Station and is specifically interested in a [Long Branch type pulling surfboat](#) (No. 114). Tony Alworth is familiar with this type of boat from his days on Cape Cod. The ones he recalls were about 25' in length and not engine-powered (rowers). Tony will contact the requester for more information.
2. A German company requested help with the repair of 2 models of a bulk carrier that the company had shipped to a New York client. The models were damaged in transit. Jeff Fuglestad has been in touch with the company to get more details on what needs to be done.
3. The [National Maritime Museum](#) in Greenwich, London sent notice about a seminar that is being held in the English capital from November 17 to 19th. The topic is *Ship Models: Care, Conservation and Display*. Attendance is being limited to 10 participants. Cost is £375 (\$567).

Tom R. reminds all that the room where we meet in the library will be tied up in December with a Lionel train display. We will be having our annual auction at the November meeting. This means, in our President's words, "Clean out all the junk in your basement you don't want anymore, and come here and we'll exchange junk...and next year you can bring the stuff you buy this year". The club gets 10% of the proceeds. Tom will ask Jim Lavelle to set up the excellent recordkeeping process he used in 2014. To reiterate the rules: when we auction something off, there is a minimum price, a reserve that is set. If we don't get to the reserve, or if the seller doesn't release the reserve, the item doesn't get sold and it goes home with the seller. Bidding goes up, not down. The December meeting will be held in the library proper on the 4th Tuesday of the month (12/22). This has already been cleared with the library staff; they have reserved a spot for us. There will probably not be a tech session at this meeting. Instead, we'll take some time to view the train display in the front room.

The next Aardvark meeting will probably be on the 4th Saturday in November (after Thanksgiving). Tony Alworth will provide more information as the date approaches.

Continued on Page 2



UPCOMING EVENTS

NOVEMBER

- 21-22 - Show/Demonstration, National Lighthouse Museum, Staten Island
24 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor: *White Whale Auction*
28 - Aardvark Workshop - 10:00AM, 748 Speedwell Ave., Morris Plains

DECEMBER

- 22 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor
TBD - Group Working Session (Group Build)

JANUARY

- 26 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor
TBD - Group Working Session (Group Build)

This issue contains links to photos on Dropbox from our October 27th meeting and the NRG Conference in Mystic. Note that you can enlarge these photos by clicking them (on the individual photo page, not the thumbnail page that first comes up). When you do this, you'll see "-" and "+" symbols at the bottom of the photo. Keep clicking these symbols until you get the enlargement you want.

OCTOBER 27 MEETING

In attendance were 22 members and 3 guests: Anthony Cordasco with his wife Julie Gerow from Stockton, and Frank Pruden. We had a surprise visit from world traveler Michael Storch, here for awhile from his new business venture in China (where he tells us he is doing well). Welcome back Michael! President Tom explained to our guests the 3 visit rule leading to membership. He then made the traditional presentation of a hard copy of the *Broadaxe* to Ozzie Thalmann, with the usual fanfare. Larry Friedlander supplied several books for the auction. Tony Alworth passed around 50 or so bobbins he brought for those who like to wind their own rope. Free to the takers. [Click here](#) for a link to pictures of the meeting.

OLD BUSINESS



Show at the National Lighthouse Museum in Staten Island. This will be held on November 21-22 (weekend before Thanksgiving). The [museum](#) is located to the right of the ferry terminal in St. George. Entry is at the driveway that says "Do Not Enter" (?!); from there, it's down the hill to the museum parking lot. The museum is small, but it's a nice venue for our weekend activities. The museum is providing 4 eight-foot tables, but we can bring more if we need to. SMSNJ is the only club that has been invited for the weekend. Here is the latest schedule (revised on November 8th from what was originally announced at the October meeting):

Saturday, November 21:

- 10:00AM – Set up
- 11:00AM to 5:00PM – Model display, work on builds-in-progress, provide tech tips.

Sunday, November 22:

- 11:00AM to 3:00PM – Model display, work on builds-in-progress, provide tech tips.
- 3:00PM – Breakdown
- 4:00PM to 7:00PM – Wine tasting reception to which SMSNJ members are invited.

Mileage-wise, travel is not too bad for New Jerseyans, but traffic can be heavy at times. The above schedule should avoid periods of heavy traffic. The museum will be promoting the event, and Tom would like to see the club provide 15-20 models. Museum personnel have asked that we bring something connected with lighthouses, or at least New York harbor or upper New Jersey. Examples of models that would qualify: Tom McGowan's [Nantucket Lightship](#), Ozzie Thalmann's [Arizona](#) (built at the Brooklyn Navy Yard).

Continued on Page 3



OLD BUSINESS



We're asking participants to bring models they are working on as well as completed ones. Lighting will be typical museum level, so it's advisable that those attending bring an auxiliary light source. Roy Goroski suggested that we bring our club flag to the event. We will make arrangements to transport models to the museum even if their owners can't be present; a "drop-off" point will be designated for this purpose. The specifics of this arrangement still need to be worked out, and participants will be notified by email once the logistics have been finalized. If members cannot pick up their models at the museum on Sunday, those that fit in Tom Ruggiero's car will go to his house. Those that don't fit will be stored at Mason's house; from there they can be brought to the next meeting or picked up.



NEW BUSINESS

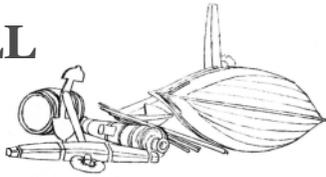


[USS Ling \(SS-297\)](#), the sub we visited a year ago in Hackensack, will be closed for the winter as usual. The staff is planning extensive refurbishing at the site, including stripping and painting the hull inside and out. This to the tune of millions of dollars. The trailers at the location are also being redone to remediate the mildew damage caused by Hurricane Sandy. There are still many models that need to be repaired. Most of these models are plastic, so with a little TLC they are probably salvageable. The staff is asking for volunteers to help with the model repair. Just something to think about. No one needs to make a commitment at this point.

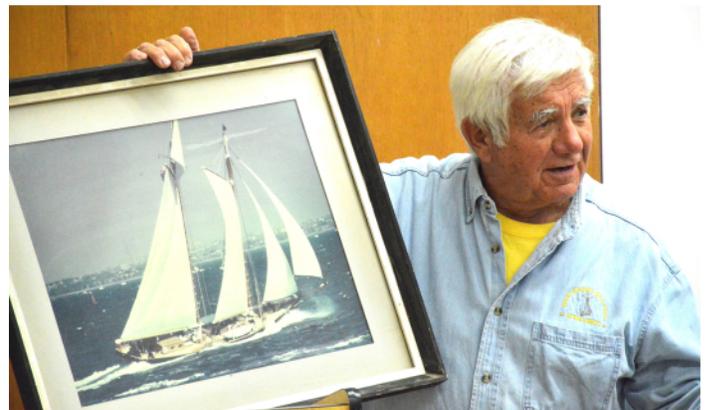


Here's something else to consider. The terms of the club's officers will expire in June 2016. Our Constitution specifies that each officer is not allowed to serve more than 2 consecutive terms. All 4 officer spots (President, Vice President, Secretary and Treasurer) will be available come next June, either by Constitutional provision or by choice of the current officeholder. We are looking for interested members who might be able to help the club out. To be up front, being an SMSNJ officer involves a fair amount of work, most of which falls on the shoulders of the Secretary and the Treasurer. After June 2016, Steve Maggipinto will continue to format and produce the *Broadaxe*, but will only be doing this from input provided by others (transcription of meeting recordings, feature articles, tech tips, cool tools, etc.) – the role that Michael Storch filled for many years. Please think about supporting the club by serving as an officer. We also need committee members to help with the planning and logistics of the many club events held throughout the year, such as the Staten Island show, Spring luncheon and Joint Clubs Conference.

SHOW AND TELL



John Marinovich discussed an experience he had 47 years ago with the yacht [America](#). In 1968, during a Mayor's cup race off the tip of Manhattan, John was aboard a spectator boat with a new camera and 5 rolls of 36-exposure film. One of the race entrants was a replica of the original *America* built by Rudolph Schaeffer of Schaeffer beer fame. John shot 5 rolls of film and finally settled on 2 photos he wanted to present to Schaeffer. After receiving these, Schaeffer invited John to meet with him. He asked John if he could borrow the negatives so that he could place pictures of the replica in the company's board room, where remnants of the original *America* were already on display. In the years since then, John has thought more than once about building a model of *America*, but, as we all know, efforts such as these have a way of getting "postponed". John finally decided 2015 was "the year", and he has now launched into the project, a scratch build. The model is in its very beginning phase and will be quite large when completed. It will be a sailing model.



"A work in progress", **Ray Vernon's** model of [Niagara](#) is also in its early stages. He has planked the hull and about 75% of the deck. Ray started the model in February, and in spite of several periods of inactivity, he is way ahead of many of us who began projects much earlier. He found the planking process quite difficult. Ray carefully studied the detailed Model Expo plans, but after a good deal of thought, decided to complete the planking process his own way. He will be painting the bottom green, as the plans illustrate. Since *Niagara* was designed to operate on Lake Erie (i.e., in fresh water), it was not necessary to copperplate the bottom.



SHOW AND TELL



Up next was **Ken Schuetz** with his 1/96 model of the [Carrie T. Meseck](#), a tugboat. 30 years ago, Ken subscribed to a publication called [Steamboat Bill](#). This was during an era when classic ocean liners were still around and tugboats plied the rivers. In the early 90's, Ken found himself in between builds of larger models and spied a picture of the tugboat in [Steamboat Bill](#). He got the boat's measurements from the US Treasury Department and went to work. The model is scratchbuilt from photos alone; Ken did not use any plans or drawings. The hull is basswood and the superstructure is styrene. Although the finish appears to be sprayed, it's not. Ken used a very fine camel's hair brush and quarts of plain old acrylic house paint, matched to the desired finishes using paint chips. He applied the paint in several thin layers, sanding as necessary between coats.

A few interesting asides:

- One day, about 25 years ago, Ken was reading the paper and saw that the owner of the Meseck company was giving a presentation at Liberty State Park on a Sunday afternoon. Ken brought the model to the presentation and got to sit with the owner afterwards.
- One of the Mesecks (Walter), was a friend of Tony Alworth's Dad. Walter made arrangements for Tony's Scout troop to go into New York and tour the boat – a never to be forgotten experience.
- The first model Tom McGowan ever built as a youngster was a tugboat from a Revell kit.



SHOW AND TELL



Barry Rudd brought 2 versions of Chuck Passaro's [Pinnacle](#), a boat used to transport personnel from ship to shore. The first one he started 2 years ago. Barry was not totally satisfied with the end result, so he secured another and started over. Major changes on version 2 included lowering the cockpit depth by sanding the frames to make them thinner, placing panels to support the seats, and narrowing the gap between the rudder and the stern post. A further refinement was forming the tiller into an "S" shape. Barry found it too difficult to do this following the kit plans. Instead he cut a toothpick into 3 sections, glued the 3 together, then round-shaped the resulting piece. Barry painted the hull of the second Pinnacle white to "cover up the mistakes" (translation: gaps in the planking filled with [Bondo](#)). The base of the second model is clear acrylic painted on the underside, a nice alternative to stained or painted wood (see photos). Barry purchased the acrylic at Home Depot.



Guest **Anthony Cordasco** had nothing to present, but explained that he was getting advice from members about how to build a [Flattie](#) kit from Imbarcazione Americana.

Anthony spent this past summer working on a full size 42' sailer, a neglected boat that he found in East Dennis, MA. The vessel he is restoring is a [Friendship Sloop](#).



SHOW AND TELL



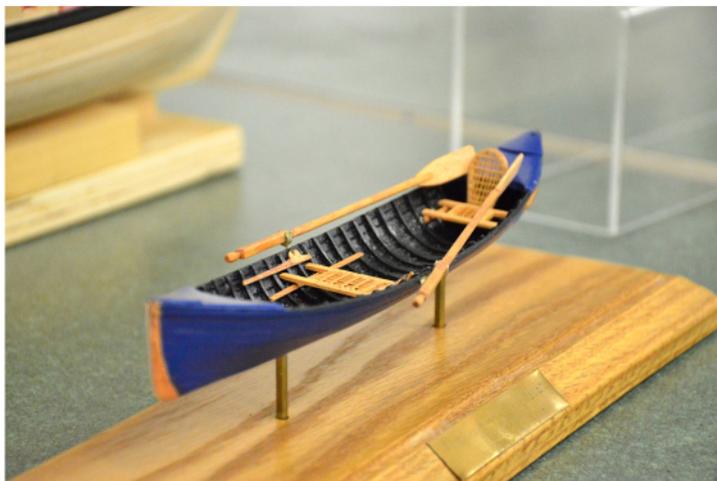
Tony Alworth took the floor next with his 3/16 [Bluenose](#). The schooner was one of Tony's first builds, put together from an A. J. Fisher kit in 1970/71. As most of us know, there are probably more models of *Bluenose* on the market than of any other kit. A.J. Fisher is still in business, but today they don't make anything as complex as what Tony built. Tony showed a book about *Bluenose* that has tons of photos of the vessel. He went on to explain that the reason he brought the model to the meeting was that he had just repaired it. It seems that while he was recently cleaning off the top of its case, the glass broke, destroying the topmast, forestays, halyards, gaff, everything. He was going to throw it out, but Sally nixed the idea. Tony's *Bluenose* is a waterline model with a solid hull. He admits that he took a few liberties with the construction. For example, *Bluenose* never would have had mahogany cabin tops. If you go to YouTube and search "Columbia schooner", there are a number of excellent videos of a brand new [Columbia](#) launched in 2014 by Eastern Shipbuilding in Panama City, FL. The original *Columbia* was a close match to *Bluenose*. The new *Columbia* is steel hulled, but otherwise virtually identical to the earlier 1921 version, constructed with the same plans. [Click here](#) for a video. The first *Bluenose* was built in Nova Scotia as a rival to the America's Cup racers. A second *Bluenose* was constructed in 1963 at the same shipyard as the first one. The term "Bluenose" came from a nickname for Nova Scotians dating back to the 18th century. To Tony, someone who grew up on Cape Cod, the type of schooner represented by *Bluenose* is what genuine sailing is all about. A vessel of this type, named [Hindu](#), is still in operation in Provincetown, MA.



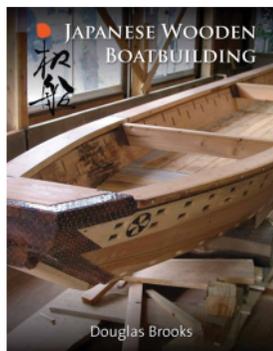
SHOW AND TELL



Last up was **Dr. Steve Fletcher**. Years ago, Steve was trying to get the club to build a model from [Wooden Boat Magazine](#). Every once in a while, the publication would give the reader everything needed to scratchbuild a model, including detailed line drawings. One of these build articles featured an [Adirondack skiff](#), a model Steve built about 20 years ago. During construction, Steve had some trouble shaping the ribs without breaking them. A friend of his from the hospital, a wood worker, advised him to laminate them. Taking his advice, Steve built the ribs to the proper thickness by progressively adding thin strips one upon the other, bending the thickening construction around a bottle of paint as each strip was added. Steve caned the seats using individual pieces of wood. The skiff was designed for lightweight construction, as craft of this type were meant to be carried over the heads of their porters to the launch point.



BOOKS AND PUBS



Larry Friedlander brought a copy of [Japanese Wooden Boatbuilding](#) by Douglas Brooks. He purchased the book at the October NRG Conference in Mystic, CT. The book came about when Brooks, during his travels in

Japan, noticed that there were a lot of Japanese craftsmen building local boats. He also noted that these craftsmen were getting on in years and dying off, and there was no record of what they were doing, no way

to reproduce the boats they were making once they passed away. Brooks decided to become an apprentice and learn from the masters how to build boats. His book is about his 5 apprenticeships. Larry found the discussion of Japanese culture the most interesting part of Brooks' NRG conference presentation. *"The builders refuse to speak to you about how they build the boats. If you want to learn you have to do so by observation. There are no plans. There might be drawings, but these are incomplete, with parts intentionally left out. Once the master dies without an apprentice, the secrets of the proportions are gone. One can look at the final result and draw conclusions, but this has to be done without the knowledge of the techniques used to produce the end product."* The book is excellent, the discussion of techniques fascinating. There is a section on tools, how joints are made, how fastenings are employed and more. All in all, a very interesting read.

2015 NRG CONFERENCE, OCTOBER 22-24



The annual [NRG](#) Conference was held at [Mystic Seaport](#) this year. Several of our members attended: Larry Friedlander, Tom Ruggiero, Jim Lavelle, Chuck Passaro, Al Geigel, Roy Goroski, Don Otis, Ozzie Thalmann, Dan Caramagno, Nick Starace III and Dan Pariser. Included in the events were backstage tours of the [Charles W. Morgan](#), the shipyard, [Sabino](#), the excellent library, the small craft buildings (only open 3 days a week), models in storage (including a primer on how they are stored), and a tour of the new exhibition center being built to display more of the models currently in storage. Some of the roundtables at the conference were repeats from previous years, as were some of the models displayed. There were multiple vendors at the conference. Three of those present, including Chuck Passaro and Roman, focused on ship model building. Consensus was that the conference was very well done, with nice accommodations and good food. Next year's conference will be the first week of October at the [Embarcadero](#) in San Diego. [Click here](#) for photos of the conference.



Below is a guide to some additional pictures that Jim Lavelle took. [Click here](#) for an enlarged view of these images.

IMG_0042: Tom R. using a tried and true method of measuring the width of a plank on the deck of the Chas. W. Morgan. This is 6".

IMG_0064: Tom R. taking a turn at the wheel of the Chas. W. Morgan.

IMG_0098: This is a photo of one of the knees for the main deck. Notice the bolt patterns; basically they drilled holes where they could to join two pieces.

IMG_0130: This is a pile of timber in the shipyard. Only ship modelers would be found taking photos of wood as it dries.

IMG_0132: If a pile of wood is interesting it's even more interesting when you have ship modelers right in the photo for scale.

IMG_0137: Having spent 3 years 9 months and 10 days as a boilerman in the US Navy I'm always drawn to the propulsion plants of ships. The tubes on this boiler are all threaded vs. rolled in the steam and mud drums, and as a result, no two tubes are exactly the same. You needed to put a lot of thought into how you would assemble this as there aren't too many ways to do it without one tube or joint blocking the next one. This is the coal fired boiler from the SABINO. Over 100 years old, the steamboat Sabino was built in Maine in 1908 for passenger service on the Damariscotta River.

IMG_0143: Another angle on the SABINO boiler.

IMG_0185: This is a shot of Don Otis's four masted barque HERZOGIN CECILIE. It was a training ship for the North German Lloyd line.

IMG_0186: Dedication plaque of the HERZOGIN CECILIE.

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 written and edited by Steve Maggipinto.

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 in the roster let Steve know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Steve because if it is, you won't get *The Broadaxe* and member bulletins. You can eliminate the filtering by adding Steve'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.

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