



Volume 34, Number 5

Newsletter of the Ship Model Society of New Jersey

May 2016

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Our next club meeting is
June 28 at 6:45PM

ROSELAND PUBLIC
LIBRARY



MAY NOTES...

A correction to notes in the April *Broadaxe*: the 2017 Northeast Ship Model Conference will be headed by the **New York Club** — not SMSNJ. It's our turn in 2018.

In a theme that we all recognize these days, members at the May meeting chimed in that they will be pooling their resources to buy Ozzie Thalmann a computer. Ozzie's answer: "Please don't do it. I will not use". For those who have not been following this train, Ozzie is one of three members who does not access *The Broadaxe* online. As usual, Tom Ruggiero — with much fanfare — presented Ozzie with his printed copy of *The Broadaxe* at the May meeting.

Tom R. will be attending Farm Day in Pennsville, NJ on Saturday, June 4th. Pennsville is on the Delaware River, across from the State of Delaware. Joining him will be three members from the Philadelphia Club. Tom invites all who might want to join him for a display and workshop, similar to what we used to do at South Street Seaport.

Those planning to attend the club luncheon on June 11th are asked to pay Treasurer Ken Schuetz in advance.

A reminder that the election of new club officers will take place at the next meeting (6/28). The term of all current officers (President, Vice President, Secretary, Treasurer) ends at the close of the June meeting. Our Constitution provides that voting taking place in June. Elections will be decided by the votes of a majority of the members present. If you want your vote to count, plan on being there on 6/28.

Reminder #2. Dues are due. Please bring your payment to the June meeting or mail a check to Ken Schuetz.

MAY 24 MEETING

In attendance were 25 members and 2 guests: Jack Cremens from Park Ridge, NJ (first time) and Ed Tosti from Montvale, NJ (also first time). Ed brought his model of the frigate *HMS Naiad*. For more about *Naiad*, and a presentation by a mystery attendee, see Show and Tell below. Jeff Fuglestad brought 2 holly logs, drying for at least a year, and asked the exorbitant price of \$0. Holly is an excellent wood for decking. For meeting photos, [click here](#).

UPCOMING EVENTS

JUNE

- 4 - Show at Pennsville, NJ
- 11 - Spring luncheon at The Kenilworth Hotel, Kenilworth, NJ
- 28 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor
New officer elections

JULY

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

AUGUST

- TBD - Group Working Session
- 23 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor

On the Horizon

Exhibition

December and January at the Morris County Library, Whippany, NJ

might be interested and several raised their hands. Nine members agreed to kick in for the cost.

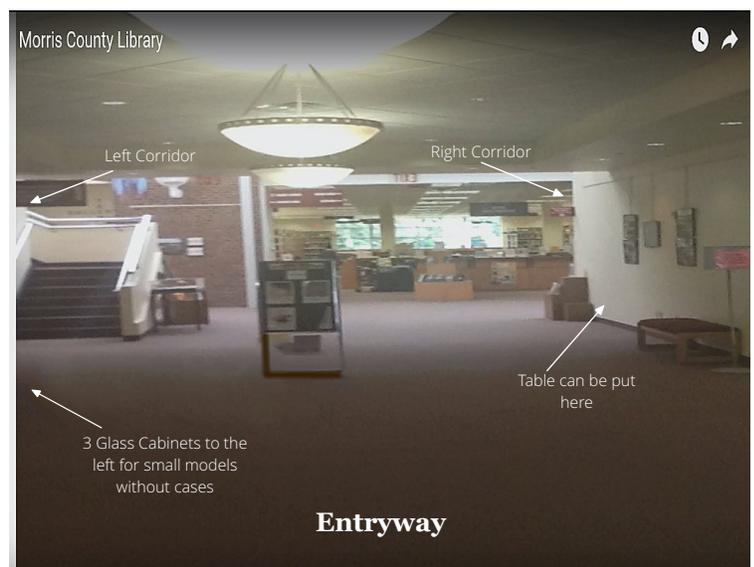
Additional notes on the **Northeast Clubs Conference/Jim Roberts Award** held on April 30th... The day went smoothly. Attendance was about the same as last year, but the number of models displayed was down a bit. Quality of the models shown was quite good. Jim Lavelle was especially pleased with the number and variety of publications displayed by the book vendor. There was another "really good vendor", accompanied by his son Roman, showing blocks, rope, etc. I wonder who that could have been...? As mentioned in the last *Broadaxe*, our own Nick Starace II captured the Jim Roberts award for his outstanding model of *USS New Jersey*. Once more, congratulations Nick!

Morris County Library Show. Planning for this event is a joint effort among Steve Maggipinto, Jeff Fuglestad and Ken Schuetz. Our initial meeting with library staff to discuss dates, arrangements and logistics is scheduled for June 7th. We were originally looking at a 1½ to 2 month exhibit in the September/October timeframe. This has been put off by the library until December/January to accommodate other requests that are seasonal or month specific. We would like to display 30-40 models. The smaller ones will fit in three permanent glass cases, with the larger ones assigned to folding tables in the entryway and along the walls in the corridors. Please start thinking now about what you would like to bring. Steve will bring a signup sheet to the June meeting. He will also be designing a brochure for the event, a handout that will be available at the Circulation Desk and on the display tables. The library will be providing the tables, but they have a limited supply. If you have a 6 or 8 foot folding table you could bring in a pinch, let Steve know. The club will be supplying cloth covers for the display tables.

OLD BUSINESS



June Luncheon. Tom McGowan mentioned that we can elect to have a cash bar at the club luncheon on June 11th. The cost is approximately \$180 for the bartender, including tax and tip. Tom opened a discussion to see how many members



NEW BUSINESS



As veterans of the club are aware, every year Ozzie Thalmann attends the annual *Midwestern Model Ships & Boats Contest and Display* in Manitowoc, WI. The 2016 show marked the event's 40th anniversary. Competitive categories included scratch-built models, kit models, operational models, dioramas and nautical crafts. This year, Ozzie brought two models: his motorized *Arizona* and *Bismarck*. Both were very popular among the attendees. According to Ozzie, if he got \$1 for every picture taken of *Bismarck*, he could be "in Florida for months — free!". Ozzie was there four days, accompanied by his two grandsons.



As a token of the club's appreciation for the years Tony and Sally Alworth made the Quilt Shoppe available for Saturday work sessions, a motion was made, seconded and approved that SMSNJ present a gift to the couple. Thank you again, Tony and Sally for your support of the Ship Model Society! You have always been strong proponents of the club and the very definition of our stated purpose: *"To encourage and promote the highest quality of ship modeling and maritime crafts, the free exchange of ideas for the improvement of our techniques and the preservation of our nautical heritage"*.

COOL TOOLS



We all know most tools designed for modelers are overpriced. Barry Rudd found an inexpensive depth gauge that might not be the greatest tool ever but it does the job. The \$2.00 gauge Barry showed is designed to measure tire tread depth. He found it at a truck stop, but any decent auto parts store should have one for sale. It measures to 1/32" and is useful if you need to measure depth in tight spots.





Guest **Ed Tosti** gave a presentation on his 1:60 model of the frigate *Naiad*. Ed has written [2 books](#) on the vessel (Volume 1, Volume 2). Even if you don't plan on building the *Naiad*, Tom R. suggests you purchase these books because the techniques Ed explains are "incredible" — lots of good ideas, plans, fixtures, use of tools such as clamps, etc.

Built in 1797, *Naiad* was a 38-gun British frigate that served during the Napoleonic Wars and the French Revolutionary War. *Naiad* was built at a time when the British Navy was trying to settle on a design for this class that was serviceable. Earlier designs had deficiencies, primarily in terms of length. They were too short and did not handle well. At 147', *Naiad* was built longer than the others of the class; the increased length greatly improved the ship's handling. The vessel carried a crew of 285. She was present at Trafalgar and, according to the [Naval Review](#), survived until 1898. That makes her the second longest survivor of any of the British ships at Trafalgar, trailing only [HMS Victory](#).

Ed started *Naiad* in 2009. The model is based on plans he made of the ship using the original builder's drawings for reference. The originals are housed in the National Maritime Museum in Greenwich, London. The plans are included in the 2 volumes. When he began *Naiad*, Ed started a build log on [Model Ship World](#). The log led to an invitation from *Sea Watch* to write a book about his experiences. When asked to do this, Ed was well along in construction and had taken very few pictures of the keel assembly. So, to accommodate the publisher, he made another one. Ed brought this assembly and a sample [cant frame](#) to the meeting and passed these around (cant frames are members that bolt sideways to the deadwood at the bow and stern).

The model is fully framed. The structural parts are Swiss pear. The side planking, carvings and much of the other trim are European boxwood from a supply Ed purchased in the 1970's. The decking is Castello wood, a tropical, less expensive substitute for European boxwood. *Naiad* is fully completed; it's a hull model that's cut away to show the intricacies of construction. The starboard side is planked to the bottom of the wale, which is made of pear and stained with artist paint. The frames were constructed as the originals were. The ship's wheel



turns the rudder, but because of the wheel's delicate construction, Ed does not operate it. The rudder is connected by a system of ropes and sheaves, and if the wheel gets broken, Ed won't be able to replace it without pulling up 2 or 3 layers of deck planking.

Ed uses [Titebond](#) for gluing. Titebond is a PVA glue with additives that give it good tack strength and make it easier to sand. It dries relatively clear. White glue, on the other hand, can be rubbery. *Naiad* is finished with a brushed-on solution of turpentine and yellow beeswax, which Ed applied from the bottom up as the model was being constructed. An advantage of this solution is that it can be applied over itself without building up — each application dissolves the previous coat and the finish comes out pretty much the same as it was beforehand. This

Continued on Page 5



solution slightly darkens the wood. If one doesn't want to change the color at all, the alternative is using white beeswax or crystalline wax (Renaissance wax).

For metalwork, including bolts, Ed mostly uses wire and sheet copper treated with liver of sulfur gel. An advantage of this is that liver of sulfur can be applied to the metal after it's been attached to the model without affecting the finish of the surrounding wood. Another source Ed uses for (non-structural) bolts is black monofilament. This retains its finish during sanding and does not need to be coated.

All the deck trenails are wood, mostly bamboo

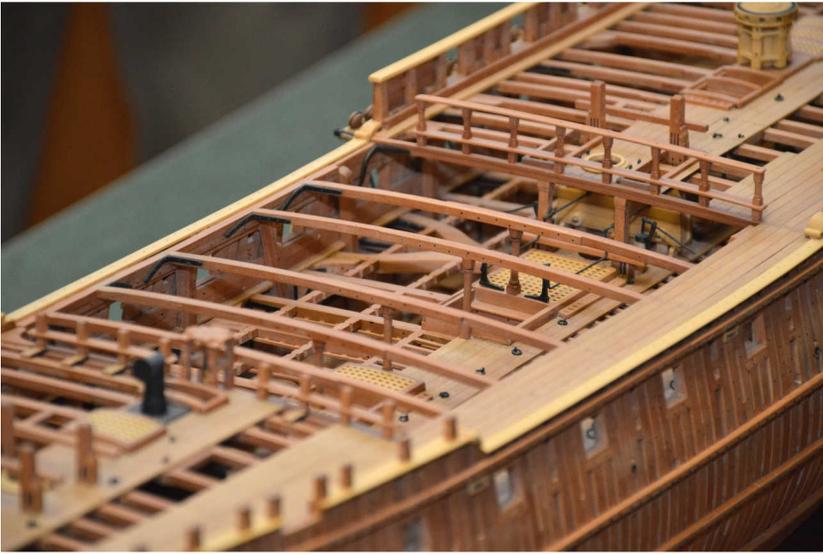
which Ed has passed through a [Byrnes drawplate](#) and shaved to a thickness of .016". To shape fine parts, Ed uses an inexpensive electric grinder from [Wecheer](#) that's not much bigger than a pencil. This tool takes Dremel collets for use as a drill. Unlike a Foredom or Dremel, the Wecheer has almost no kick.

Ed plans to encase the model, but hasn't gotten around to it yet. Up to now, it's been sitting in his basement! For drafting the plans of *Naiad*, he used a CAD program called Visiotech, a product no longer on the market. For his new model, he's using [TurboCAD](#).

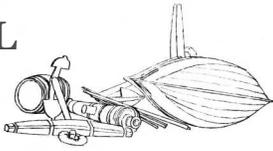
For more photos of *Naiad*, [click here](#).

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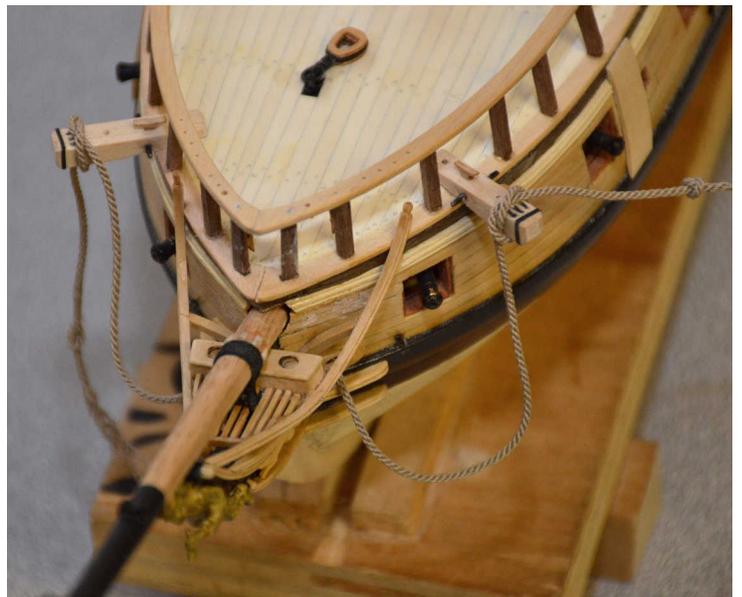




SHOW AND TELL



Ken Whitehead reviewed his build of [Rattlesnake](#), a "miniature frigate" constructed in Plymouth, MA in 1780. Ken first brought the model this past March. On the advice of Chuck Passaro, he decided to scratchbuild from wood a deck fitting that was provided as a white metal casting in the kit. Ken's glad he put in the extra work — it turned out much better than the piece supplied by the manufacturer. For fine cutting, Ken has given up using an X-acto knife and has opted instead for working with a very fine set of saw blades and files. He has not yet attached many of the deck fittings to leave room for placing and anchoring the rigging. To complement the instructions that came with the kit, Ken is making reference to Harold Hahn and Chapelle publications. He also intends to equip the model with sails, something not covered in the kit instructions, and must plan carefully to make sure he'll be able to secure all rigging properly as the build progresses. *Rattlesnake* had a short life. She was commissioned on June 12, 1781 and captured on June 25th, less than a fortnight later. She ended up in British service on station in the Baltic. This vessel is not to be confused with the War of 1812 [USS Rattlesnake](#). That ship was a brig, constructed as a privateer and quite successful until captured by [HMS Leander](#) in mid-1814.



SHOW AND TELL



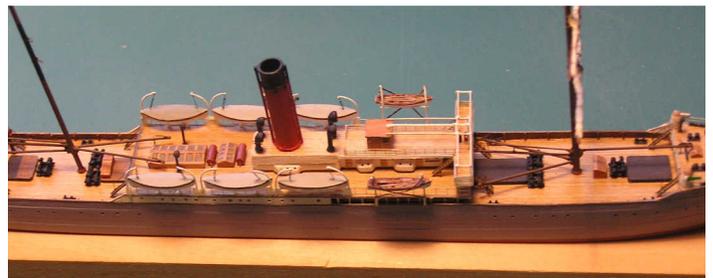
Doc Fletcher brought an old 1/64 Amati model of (of all things!) his very own *Rattlesnake* "for comic relief". Steve is still waiting for his second installment of the *Echo* and, while waiting, decided to drag out his old *Rattlesnake* to see if he could "make a silk purse out of a sow's ear". In his words, "This model is awful". The instructions are in Italian and the print is minuscule. Doc is currently eyeballing the plans and finding this the best way to attack the project. The model is double planked, not Steve's preferred method of approach to this detail. His goal is to make the planking as good as he can get it and worry about the interior later. He does not intend to rig the model, but does plan to bring it to future sessions as the build progresses.



SHOW AND TELL



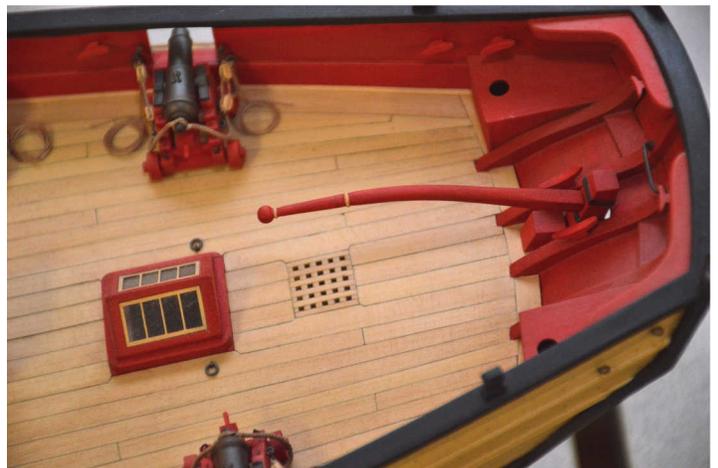
Next up was a presentation by former President and current Honorary Member **Bob Fivehouse**. Bob is back East visiting, and, being in town on meeting day, decided to join us. Good to see you Bob! Bob brought photos of a scratchbuilt model of the [Lismore Castle](#) that he is building in 1/600 scale, 50' to the inch. Plans for the model were published in a journal in 1891. *Lismore Castle* was the first intermediate steamer built for the Castle Line, plying the seas between England and South Africa. Bob always thought it would make a nice model. It was one he started years ago and just abandoned (we've all been there, right?). Since Bob has moved to Colorado, he doesn't have a lot of room for his models, so this one works well in his new digs. It will be set in carved wood seas as a waterline model. Next step is rigging, something Bob is not fond of (it's why he does steamships). Bob did say that the types of models built by the Rocky Mountain Shipwrights are pretty similar to those created at SMSNJ, but we appear to do more scratch vs. kit building. The Shipwrights have an extra monthly meeting as we do — at a police station. "So we have to be on our best behavior".



SHOW AND TELL



Chuck Passaro returned with his model of *Cheerful*. He finally set the tiller and the rudder. Chuck made the pintles and gudgeons out of wood. He doesn't like to mess with brass for these fittings. The parts are very sturdy, made from oakwood — a piece of wood in the center with a hole drilled through it, and two wooden strips glued to the sides. Chuck brought samples and passed them around.



A MONSTER

It's nearly 12 feet long, weighs 1.8 tons, took 30 years to build and has been valued at \$2.6 million. And it can be seen at our very own U.S. Naval Academy. It's nothing more than a simple brass model of *USS Forrestal (CV-59)*. Simple? Not quite.

The 1/96 scale carrier is the work of Jerry Shaw of Palm Beach, FL. Shaw spent 14 years putting the basic model together and the next 16 perfecting the details. The level of detail is largely due to the generosity of the Navy in providing Shaw with the original builder's plans for the vessel.

The model features (you'll love this, Ozzie) 60

motors. A panel of switches raises deck elevators, lifts and drops anchors, opens hangar doors, extends antennae and rotates radars, the latter geared to produce original rotation rates. Shaw painstakingly drilled indents for, and placed, over 2,000 aircraft anchors on the flight deck. You'd have to look carefully to see these, as the flight deck is crammed with aircraft from multiple eras: A-7 Corsair II's from the mid-'60's through F/A-18 Hornets introduced in the late '70's. There's even a working helicopter.

For more details, including photos and a video, [click here](#) (*Popular Mechanics* article) and [here](#) (*Capital Gazette* article). Thanks to Barry Rudd for this reference.



AIRBRUSHING

You might recall that Chuck Passaro gave an excellent presentation on airbrushing at the February 2014 meeting in Millburn. See that month's [Broadaxe](#), pages 3-5. Rather than repeat the well-written and detailed article here, I'll be talking a bit more about the "Why" of airbrushing with specific references to what you might want to look for if you're in the market for one. By the way, take a gander at the rest of the Feb. 14 *Broadaxe*... introducing "guest" Ken Whitehead, induction of Jason Clark and early photos of models we have seen many times since (Ozzie Thalmann's *USS Arizona* and Tony Alworth's *Catboat*).



Why spend the money on an airbrush and a compressed air source? The answer to that question is very individual. There are those who do not paint at all, opting instead for such finishes as wipe-on poly. Others paint only minimally, effectively using a brush or spray can. These modelers would find it hard to justify the cost of an airbrush rig, which can run several hundred dollars. Then there are others who work in plastic and/or small scales (such as myself) who

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find it difficult to create a quality finish with a brush. I've seen many pictures of otherwise superbly finished models with globs of paint or streaks that ruin the look.

A significant advantage of using an airbrush is speed. Yes, you do need to cover parts or areas in advance to avoid overspray, but when abutting two different colors, even if you're using a brush the first one should be masked anyway. The speed advantage of the airbrush is multiplied when you're applying several thin coats.

Then there's smoothness of finish. You just can't beat a properly applied spray for a smooth and even finish. Can you get a smooth, even finish with a spray can? Absolutely. But spray cans limit you to certain colors. OK for some, not so for others. Airbrushing allows you to mix colors to whatever shade you need. I work in WWII era warships, and have yet to find pre-mixed colors that properly match the purple-blues the U.S. Navy used from 1941 to 1946. "Pigments" of my imagination, maybe, but there you are.

Equipment

Chuck uses a [Master Model TC-20](#) air compressor

and swears by it (note how the price has gone up in the last 2½ years!). Chuck is also partial to Iwata airbrushes and uses an [Iwata HP-B Plus](#). To quote from an email he recently sent me:

I highly recommend the compressor. It works great and it's very quiet. As far as the airbrush goes. You will soon realize that it's a lot like cars. People are strongly loyal to one brand or another. In reality the top of the line airbrushes from many MFG's are all good. I am myself partial to Iwata. I have tried others....Badger and Paasche to name a few. Iwata is far and away the best for me. A great quality product. Always go with a double action.....never single action, regardless. I love my Iwata HP-B Plus.....I have had one since college and as long as they make them I will continue using them. They are a fantastic value. I have had my current airbrush since 1999.....it's good as new.

So...bottom line, it's up to you whether you need an airbrush or not, and how much you want to spend for it. I would suggest that you research the MANY offerings and choices out there and take the advice of others to heart. Chuck's 17-year old airbrush that's "good as new" speaks volumes.

References:

[Mike Ashey's Paint Layering Technique For Ship Models](#) (PDF)

[Airbrushing For The Beginner](#) (YouTube)

[Buying An Airbrush Setup](#) (YouTube)

[TC-20T Air Compressor and Review](#)

[Model TC-20T With Air Storage Tank](#)



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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