The Broadaxe

THE SHIP MODEL SOCIETY OF NEW JERSEY

Founded 1981

Volume 35, Number 2

Newsletter of the Ship Model Society of New Jersey

February 2017

In This Issue

Our next club meeting is **February 27** at **6:45PM**

ROSELAND PUBLIC LIBRARY

JANUARY NOTES...

Our January meeting was opened at 1845 by President Jim Lavelle. The meeting adjourned at 2030. Since Treasurer Al Geigel was not present, Ken Schuetz presented the financial report. The treasury is very healthy.

Another outstanding job on *The Broadaxe* by Steve Maggipinto.

Jim welcomed 14 members and two guests to the meeting. The fact that it was held during a Nor'easter most likely had something to do with the low turnout. This was the second meeting Elijah Barber attended. Like Elijah, our second guest, Don Rochette, came to us by way of the Morris County Library exhibit. Some years back, Don's father had built a galleon model from plans drafted by J. Armitage McCann. Although very well done, the model is currently in need of restoration. Jeff Fuglestad will be advising Don on how best to proceed. For more information about Captain McCann, click here (Part 1) and here (Part 2). He was an interesting person who died way too young.

The January meeting was a little different for several reasons. First, the storm decided to make an appearance. Next, it was the first time that our Auction was held in January. Finally, the meeting landed on a Monday rather than a Tuesday night because of library scheduling conflicts. It is important to note that a few of our meetings have been shifted to Monday. If you know someone who doesn't read *The Broadaxe* or refuses to use e-mail, please make him aware. Here's the schedule of meetings for the next few months:

Monday, February 27
Tuesday, March 28
Monday, April 24

After that, we will be back to the fourth Tuesday of the month.

Since January was Auction Night we dispensed with much of our normal agenda. But see **"Old Business"** for updates on some projects-in-progress. A good deal of what was up for auction included the remains of Mike Gutsick's books and other items. The auction went very well and most of what was offered for sale did in fact sell.

The section below entitled **"Woods for Ship Modelers"** is a reprint from the January 2015 issue of *The Broadaxe*. New in this reprint is a review of Alaskan Yellow Cedar. It's been added at the very end.

Continued on Page 2

UPCOMING EVENTS

FEBRUARY

25 - Staten Island Drydock Tour
27 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

MARCH

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

APRIL

TBD - Group Working Session
24 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor
29 - Joint Clubs Conference, New
London, CT

On the Horizon

Joint Clubs Meeting at Annapolis

February - Resin Casting.
March - Weathering of Wood.

Julie McGowan will be moving. She would like to dispose of Tom's modeling supplies and kits. There will be a special sale at Julie's home on Saturday, February 11th at 11 a.m. Please bring cash or a check. No reasonable offer will be refused, but you must make your own arrangements to remove whatever you buy. There are some full sized power tools that will be part of the sale (band saw, etc.). Some of these are quite large and heavy. Let Tom Ruggiero know if you plan to attend the sale.

OLD BUSINESS

Morris County Library Show, Dec 2—Jan 24. This was a big success. Our thanks to all who brought models, tables and pictures for the event. Also to those who helped with setup, take down and transportation.

Staten Island Drydock Tour. The date for our visit to the Caddell Drydock has been finalized: Saturday, February 25th. The day will start with a 10 a.m. tour of the drydock followed by lunch and a visit to the Noble Maritime Museum in nearby Snug Harbor. There will be a nominal charge of $3 per person for entry to the museum.

Northeast Joint Clubs Meeting. The New York Shipcraft Guild has already sent out the registration information for the Joint Clubs Meeting in April. An email with that information was forwarded to all SMSNJ members by Tom R. on January 22nd. As always, the event will be held at the Port n' Starboard Convention Center in New London, CT. The date is Saturday, April 29th, from 9 a.m. to 4 p.m. Cost is $35 with reservation/payment before March 15, $40 before April 22 and $45 from April 23 to the event date. Breakfast and lunch are included in the price. There will be competitions for the Jim Roberts Award and the People's Choice Award. The keynote speaker will be the Director of the FDR Presidential Library, Paul Sparrow, who will entertain and educate attendees with stories about some of the 800 models in the Library's collection. FDR was a ship modeler himself, and his interest continued while he was Secretary of the Navy and later, as President.

We still need to set up a committee for this year's Northeast Joint Clubs meeting in April. We will be liasing with Dan Pariser and the New York Club to make certain that we have a round table speaker and that all details for the Jim Roberts award are arranged quickly and efficiently. Also, as SMSNJ will be hosting the meeting in 2018, we need to be ready to take on that responsibility within the next 2 months. Chuck P. and Tom R. will be on the committee, but at least one more SMSNJ member is requested.

20th Century History

THE BATTLECRUISER Part III

Battlecruisers, Post World War I

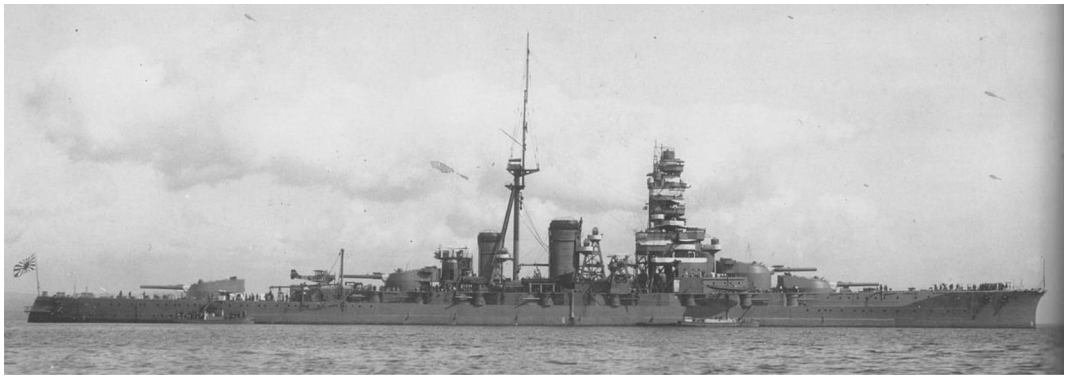
In the years immediately following World War I, Britain, Japan and the USA all began design work on a new generation of ever more powerful battlecruisers. The new burst of shipbuilding that each nation's navy desired was politically controversial and potentially economically crippling. This nascent arms race was halted by the Washington Naval Treaty of 1922, where the major naval powers agreed to limits on capital ship numbers. The German navy was not represented at the talks; under the terms of the Treaty of Versailles, Germany was not allowed any modern capital ships at all.

HMS Hood, launched in 1918, was the last World War I battlecruiser to be completed. Owing to lessons from Jutland, the ship was modified during construction; the thickness of her belt armour was increased by an average of 50 percent and extended substantially, she was given heavier deck armor, and the protection of her magazines was improved to guard against the ignition of ammunition. This was hoped to be capable of resisting her own weapons—the classic measure of a "balanced" battleship. Hood was the largest ship in the Royal Navy when completed. Thanks to her great displacement, she combined the firepower and armor of a battleship with the speed of a battlecruiser, causing some to refer to her as a fast battleship. However her protection was markedly less than that of the British battleships built shortly after World War I, the *Nelson* class.

The navies of Japan and the United States, not being affected immediately by WWI, had time to develop new heavy 16-inch guns for their latest designs and to refine their battlecruiser plans in light of combat experience in Europe. The Imperial Japanese Navy began four *Amagi* class battlecruisers. The US Navy, which had worked on its battlecruiser designs since 1913 and watched the latest developments in this class with great care, responded with the *Lexington* class. If completed as planned, they would have been exceptionally fast and well armed with eight 16-inch guns, but all carried armor little better than the British *Invincibles*—this after an increase in protection following Jutland.

The Washington Naval Treaty meant that none of these designs came to fruition. Ships that had been started were either broken up on the slipway or converted to aircraft carriers. In Japan, *Amagi* and *Akagi* were selected for conversion. *Amagi* was damaged beyond repair by the 1923 Great Kantō earthquake and was broken up for scrap; the hull of one of the proposed *Tosa*-class battleships, *Kaga*, was converted in her stead. The United States Navy also converted two battlecruiser hulls into aircraft carriers in the wake of the Washington Treaty: *USS Lexington* and *USS Saratoga*, although this was only considered marginally preferable to scrapping the hulls outright. In Britain, Britain's "large light cruisers," were converted to carriers.

Unable to build new ships, the Imperial Japanese Navy chose to improve its existing battlecruisers of the *Kongō* class (*Haruna*, *Kirishima*, *Kongō* and *Hiei*). These were reclassified as "fast battleships," although their armor and guns still fell short compared to surviving World War I–era battleships in the American and British navies.



HIJMS Kirishima in 1932

This had dire consequences during the Pacific War, when *Hiei* and *Kirishima* were easily crippled by US gunfire during actions off Guadalcanal, forcing their scuttling shortly afterwards. Perhaps most tellingly, *Hiei* was crippled by medium-caliber gunfire from heavy and light cruisers in a close-range night engagement.

Continued on page 4

Data for this article from Wikipedia

Inadequate armor protection plagued battlecruisers operating in Europe as well. In the early years of World War II, various German ships had a measure of success hunting merchant ships in the Atlantic. Allied battlecruisers such as *Renown*, *Repulse*, and the fast battleships *Dunkerque* and *Strasbourg* were employed on operations to hunt down the commerce-raiding German ships, but they never got close to their targets. The one stand-up fight occurred when the battleship *Bismarck* and the heavy cruiser *Prinz Eugen* sortied into the North Atlantic to attack British shipping and were intercepted by *Hood* and the battleship *Prince of Wales* in May 1941. The elderly British battlecruiser was no match for the modern German battleship: within minutes, the *Bismarck's* 15-inch shells caused a magazine explosion in *Hood* reminiscent of the Battle of Jutland. Only three men survived.

As World War II progressed, interest in classic battlecruiser design waned. Emphasis shifted rapidly from concerns about surface action to air operations and anti-submarine warfare. The only classic “battlecruisers” constructed during the war were built by the US Navy. Two of these were completed, *Alaska* and *Guam*; a third, *Hawaii*, was canceled while under construction and three others (*Philippines*, *Puerto Rico* and *Samoa*) were canceled before they were laid down. The *Alaska's* were classified as "large cruisers" rather than battlecruisers. With a main armament of nine 12-inch guns in three triple turrets and a displacement of 27,000 tons, the *Alaskas* were twice the size of *Baltimore*-class cruisers and had guns some 50% larger in diameter. They lacked the thick armored belt and intricate torpedo defense system of true capital ships. However, unlike most battlecruisers, they were considered a balanced design according to cruiser standards, as their protection could withstand fire from their own caliber of gun, albeit only in a very narrow range band. They were designed to hunt down Japanese heavy cruisers, although by the time they entered service most Japanese cruisers had been sunk by American aircraft or submarines. *Alaska* and *Guam* served with the U.S. Navy for the last year of World War II as bombardment ships and fast carrier escorts. They were decommissioned in 1947 after spending, respectively, 32 and 29 months in service.

USS Alaska in 1944

In spite of the fact that most navies abandoned battleship and battlecruiser concepts after World War II, Joseph Stalin's fondness for big-gun-armed warships caused the Soviet Union to plan a large cruiser class in the late 1940’s. In the Soviet Union they were termed "heavy cruisers". The fruits of this program were the Project 82 (*Stalingrad*) cruisers, of 36,500 tons standard load, nine 12” guns and a speed of 35 knots. Three ships were laid down in 1951–52, but they were canceled in April 1953 after Stalin's death. Only the central armored hull section of the first ship, *Stalingrad*, was launched in 1954; it was subsequently used as a target.

Thus ended a half century of a hybrid design that was only semi-successful. Little known today in most circles, battlecruisers were nonetheless a historically significant piece of 20th century naval history.

WOODS FOR SHIP MODELERS

We all have our favorite materials, particularly the woods we use in our projects. But have you ever said to yourself: “This isn’t working. I wonder if there’s some other material that might be better for this (fitting/structural member/planking/whatever)?”

On the next four pages is a matrix listing woods commonly used in ship modeling, a description of each and what the wood is best suited for. This is from an article posted on The Model Ship World Database of Articles and Downloads. Click the link for more information, including pictures.

WOOD	PROPERTIES	USES
Apple	Excellent wood for carving, milling and turning. The wood will hold a clean sharp edge and finishes to a smooth polished surface. Apple is strong and flexible, suitable for bending.	Because of this wood's versatility it is one of the top choices among model builders. Apple is suitable for natural curved timbers. The wood can be used for all aspects of model work, from fine fittings to delicate turned items and carvings to hull timbering. Excellent for bent or built-up frames, deck equipment, blocks, and deadeyes. The cream color of the sapwood makes nice planking.
Balsa	A straight grained, coarse textured wood, which is very soft, lightweight and spongy. When cut, it has a tendency to crumble and doesn't hold a clean, sharp edge. It doesn't give a smooth finish nor does it hold pins or screws very well. Extremely sharp tools are required to cut it, and it dents under finger pressure. This wood is at the top of the "don't use" list, as it can't be worked accurately in even the largest scales.	Possibly the easiest wood to cut, shape and sand. Not suitable for steam bending. Finishes fairly well but porous composition soaks up glue finish. Use for filler blocks, but has no other use for ship models.
Basswood	A straight-grained wood with a uniform texture. A first class wood for carving with a knife. Not very good for machining as the wood tends to rip or splinter under the pressure of cutting tools. Because Basswood is weak it tends to break when cut into small parts. It has poor steam-bending properties. Sawing produces a woolly surface but it sands easily. Finishing usually requires a sealer.	The main use of this wood is cutting the layers for solid hull construction or blocks for carving hulls. The easiness of carving makes Basswood suitable for the joinery work in deck framing. Usable as deck planking and the first layer of planking in POB hulls or planked hulls that are going to be painted.
Beech	Beech is a straight, but coarse grained wood with a good texture. This wood is affected by humidity plus it's brittle. American Beech is slightly coarser than the European variety. Beech can take extreme bending and will hold its shape. The wood has a very smooth and hard surface making it suitable for polished finishes. Cuts, sands and machines well. One of the best woods in its ability to hold screws and nails. A strong, hard and dense wood, turns well on a lathe. Workable with hand tools and cuts clean with a knife blade.	Very good wood for planking and bent hull timbers such as wales and deck clamps. Makes an attractive wood for framing and hull timbering, also used for treenails.
Birch	Straight-grained wood with a fine, even texture and has good strength and bending properties. It is stiff, very hard, and holds a clean edge. This is an easy wood to work with hand or power tools. Cuts clean and finishes to a smooth surface. The wood is very tough and flexible; once bent it will hold its shape.	Its prime use is for framing, hull timbering and bent hull members, although mostly used by ship modellers as plywood. It is commonly used as dowels for masts and spars. Suitable for planking. Sharp tools are required.
Boxwood	Fine, evenly textured wood. Dense and heavy and can vary in the straightness of its grain. It carves with great detail although it is relatively hard to cut, even with extremely sharp tools, but the effort is worth the labor.	Mainly used for carving, it is a superior wood for modellers, as it retains sharp edges and details to the smallest dimensions.

WOOD	PROPERTIES	USES
Bloodwood	Bloodwood is a dense wood, stiff and brittle. Because of the wood's hardness, working with hand tools or a hand carving is difficult and slow going. Best sanded gently by hand as power sanding warms up the wood and brings out the natural oils, leading to clogging of the sand paper. Machining and turning properties are excellent. Joinery work can be machined to a clean smooth surface with a crisp sharp edge. Very delicate fittings can be turned on a lathe. It can be brought to a polished, marble like finish.	For small fittings and turned items, railings, blocks, mouldings, cap rails, trim work and wales, planking for decks and on the inside and outside of the bulwarks.
Cherry	Cherry, like all fruitwoods, is a hard, dense wood, stiff and brittle and is difficult and slow to work using hand tools or a carving knife. Power sanding tends to clog up the sand paper due to the natural oils in the wood. It is best sanded gently by hand. Excellent machining and turning properties. It can be machined to a clean smooth surface with a crisp sharp edge. Delicate fittings can be turned on a lathe. Can be brought to a polished marble like finish.	Small fittings and turned items, railings, blocks, mouldings, cap rails, trim work and wales, planking for decks and on the inside and outside of the bulwarks.
Douglas Fir	Not recommended for modelling.	
Holly	Has a straight, close, very fine grain, some of which can be irregular. A quality wood with an even texture and beautiful appearance. Requires sharp tools but is an easy wood to work with. Cuts clean and smooth with hand or power tools. Capable of finishing to a very smooth and hard surface. Flexible and strong, bends well due to this low stiffness and high strength. Dry wood is essential as it has a high rate of shrinkage. Glues well. Easy to carve and holds edges better than most other woods. Will accept end fastenings with a minimum of splitting.	Holly can be used for framing, planking, decking, trim, carvings, blocks, small fittings, guns and other turnings, although mainly used for deck planking or bulwark planking. The fine texture makes the wood suitable for delicate fittings and carvings.
African Mahogany	Has a medium to coarse texture with open pores. The grain can be straight, irregular, or interlocked. Is easy to work with hand or power tools. Glues and finishes well.	Hull planking, keel, stem, rudder and general ship fittings.
Lime	A straight grained wood with a fine uniform texture. A first class wood for carving with a knife. Not very good for machining, the wood tends to rip or crush under the cutting tools. Because Lime is weak it tends to break when cut into small parts. It has poor steam-bending properties. Sawing produces a woolly surface but it sands easily. Finishing usually requires a sealer.	The main use of this wood is cutting the layers for solid hull construction or blocks for carving hulls. The easiness of carving makes Lime suitable for the joinery work in deck framing. Usable as deck planking and the first layer of planking in POB hulls or planked hulls that are going to be painted.

WOOD	PROPERTIES	USES
Maple	This is a heavy, fine-grained white wood, readily available, stable, and among the hardest of usable modelling materials. A tough strong wood. Cuts nice and clean, with excellent machining qualities. Maple will take a smooth polished surface. Carves sharp and clean with a knife but a little hard to work with using hand tools. Good bending properties.	Suitable for hull and deck planking because of its honey color. Also suitable for small fittings, model bases and display cases.
Obechi	Texture is coarse and contains a grit, which quickly dulls the cutting edge on tools. End grain has a tendency to crumble when cut. The prominent, open grain usually needs filling. Works and finishes well with very sharp tools.	Of minimal use to ship modellers. Can be used instead of Balsa for filler blocks.
Pine	Good quality pine is usually pale yellow to light brown. If the pine is of good quality, the grain is fine, straight and even. Easily worked, finishes well, and has low shrinkage.	Good for solid hulls and pattern making.
Spruce	It has a fine, uniform texture and straight grain depending on the rate of growth. Good bending qualities, works and finishes well using hand or machine tools. Good turning properties. Nails and screws without pre-drilling and has good holding properties. One of the easiest woods to cut, glue, and finish.	Great for masts and yards due to its long, straight grain and stiffness.
Padauk	Has an even, medium-fine grain but numerous pores are open making it unsuitable for most modelling projects.	Can be used for hull planking.
Swiss Pear	Pear is a fine, close-grained wood and is excellent for carving, turning or milling. It can be cut with a sharp edge in any direction. Finishes to a polished surface. Pear wood can be stained black to resemble Ebony. Flexible and suited to bending. Can be worked to delicate detail and takes an excellent finish. Selected pieces have a straight grain. Turns and cuts well with a clean sharp edge, and holds sharp detail, but has a slight dulling effect on tools. Bend with dry heat; do not steam.	This is the classic wood of ship modelling and it is used for everything from the finest carvings and fittings to hull timbering.
Walnut	A very nice wood for working with hand or power tools, although its coarse, open grain make its modelling applications limited. Bends easily when steamed or heated. Sands to an excellent finish. Cuts and carves exceptionally well, but usually can't obtain fine detail. Very stable and will not shrink or expand once in use. For its weight, Walnut is exceptionally strong.	Frames, keels, decorative planking and moldings. Well suited for hull timbering and framing.

WOOD	PROPERTIES	USES
Alaskan Yellow Cedar	This is an excellent wood for the modeler. Although it can be indented with a fingernail, Alaskan Yellow Cedar has almost no heavy graining. The wood machines, sands and bends very well, and holds a very sharp edge. It's an all-around fine choice for a variety of modeling appications and is more economical than Castello Boxwood or Swiss Pear.	Can be used for framing, planking, decking, trim, carvings, blocks, small fittings and turnings. Stains, glues, and finishes well. Is very lightweight and strong. Click here for a side-by-side comparison of the same model created with Alaskan Yellow Cedar and Cherry (photo can be enlarged for more detail).

WOODS USED IN MODELING

THE FOLLOWING IS A SUGGESTED USAGE IN DIFFERENT APPLICATIONS:

Solid hulls: Basswood, pine (sugar and white).

Planking and decks: Alaskan Yellow Cedar, Apple, basswood, box, cherry, elm, holly, maple and pear.

Frames: Alaskan Yellow Cedar, Apple, basswood, birch, box, cherry, holly, maple and pear.

Bent frames: Alaskan Yellow Cedar, Apple, ash, basswood, box, elm, holly.

Masts and yards: Birch, box, pear, pine, spruce, and teak.

Deck equipment: Alaskan Yellow Cedar, Apple, basswood, box, cherry, holly, maple and pear.

Blocks and deadeyes: Alaskan Yellow Cedar, Apple, beech, box, holly and pear.

Deckhouses: Alaskan Yellow Cedar, Apple, basswood, birch, box, cherry, maple, mahogany, pear, walnut.

Treenails: Alaskan Yellow Cedar, Apple, bamboo, birch, box, cherry, holly, maple and pear.

Carving: Alaskan Yellow Cedar, Apple, boxwood, cherry, holly and pear.

Turning: Alaskan Yellow Cedar, Apple, box, cherry, holly, pear, and maple.

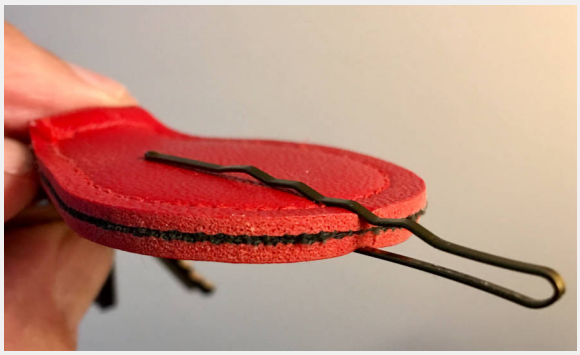
Information obtained from: County Floors, Woodcraft, Amateur Woodworker, The Wood Database.

A "RUDD-Y GOOD" TIP FROM BARRY....(from an email sent in January)

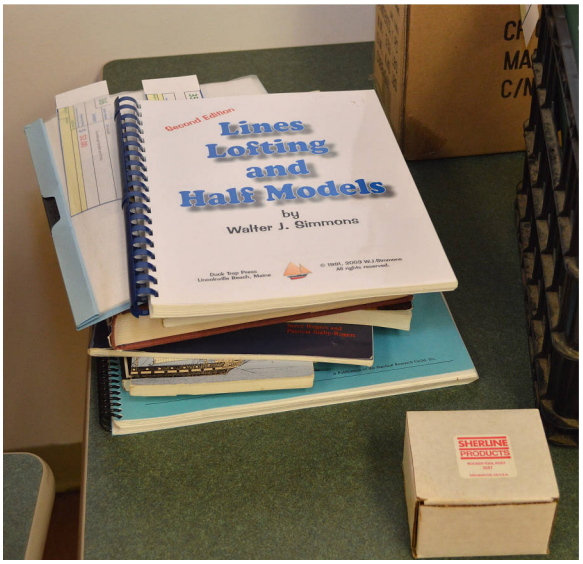
Hi Steve,

Hope you're doing well and the weather in Jersey is a bit warmer. Here's a quick tip... If you need a small clamp to hold delicate parts together while the glue dries, just ask your wife or girlfriend for some bobby pins. Works well and doesn't apply too much pressure. And they're plentiful and cheap.

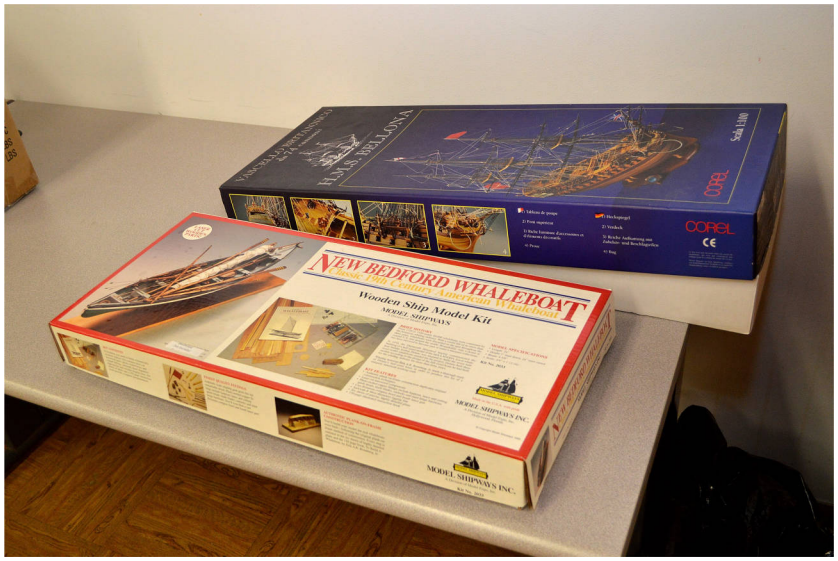
Best Regards,
Barry



AUCTION PHOTOS — January 23, 2017



AUCTION PHOTOS – January 23, 2017



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 edited by Steve Maggipinto. Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto at Stevemagg@optonline.net.

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

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

Club Officers

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

VICE PRESIDENT:
Chuck Passaro
175 Orient Way, Rutherford, NJ 07070
(201) 507-5310
E-mail: Cpassaro@verizon.net

TREASURER:
Al Geigel
453 Second Street, Dunellen, NJ 08812
(732) 529-5147
E-mail: Algeigel@optonline.net

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

WEBMASTER:
Chuck Passaro
E-mail: Cpassaro@verizon.net