



THE BROADAXE

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



Volume 25, Number 4

April, 2007

MINUTES OF THE REGULAR MEETING March 27, 2007

The meeting was called to order by President **Jeff Fuglestad** at 7:35 PM with 28 members in attendance. We had 1 guest, **Tom Ponte**, attending his 3rd meeting. Upon motion duly made and seconded, Tom was voted in as our newest member. Welcome to the club, Tom!

Treasurer **Ken Schuetz** presented his Treasurer's Report and reminded the members that there were still a fair number of members who have not paid their dues for this year. Jeff Fuglestad stated that he would reach out to those members who have not yet paid their dues. He reminded all of the members that the Club Constitution requires payment of dues by December of each year. Any member who has not paid his dues by the April 2007 meeting will be dropped from the membership roll and will no longer receive the monthly newsletter.

Dan Pariser informed the members that he has been in discussion with the South Street Seaport Museum and he has been assured that there will be a Festival this year to be held on the first weekend in August. The Museum is currently looking for corporate sponsors to help defray the costs of the event.

Barry Rudd asked if the club was still interested in home workshop visits. Barry has offered to open his workshop to us for a visit. He has tentatively set the last Saturday in May, which would be May 26th for the open house. Details will be firmed up by the April meeting.

Ozzie Thalmann let us know that the Parsippany Library again expressed their gratitude to the Club for our model display. It was a very successful event for them and they would like to have us back again in the future. Thanks to all those members who provided models for the show and the Club again thanks Ozzie for all of the time he spent at the library acting as our Club Ambassador!

Jeff Fuglestad spoke to us about discussions he has had with the Long Island Club regarding the North East Joint Club Conference show in New London which they are hosting. As of the meeting date, few registration

forms had been received. Jeff noted that this seems to be the norm with most people registering at the last minute. If you plan to attend, make sure you get your registration form in as soon as possible.

We were informed that **Dave Roach** is home from the hospital and is in good condition and is feeling good! He hopes to be able to make it to the Joint Conference in New London, but as a visitor, not a vendor. We hope to see you there, Dave!

Discussion regarding the potential name change of the organization was tabled until a future meeting.

There was a lengthy discussion regarding the planned trip to the Naval Academy. It was determined that Grant Walker would be available to guide a tour on Saturday, May 12, 2007. **Michael Storch** had investigated the option of renting a bus for the trip. The cost of such rental would run between \$1,300 to \$1,700. It was therefore decided that a car pool would be set up for the trip. **Dan Pariser** commented on the New York Club's recent trip to Annapolis for which they utilized a car pool. In order to finalize the logistics for the planned car pool, we need a firm commitment from those members who will definitely be going on the day trip to Annapolis and whether they will be willing to drive. Please contact either Jeff Fuglestad or Mike Gutsick by April 15th and advise them of your intention to go the Naval Academy.

Our newest member, **Tom Ponte**, brought several logo designs for us to consider, in addition to Tom Ruggiero's designs. The members were asked to initial their top two choices. The logo designs will be available at the April meeting for your review.

Finally, **Dan Pariser** informed us that he will curate ship models on display in the South Street Seaport Museum. The display will inform the visitor of the purpose the model was built for (builder's model, design, etc). Dan anticipates that several will be on display during the Festival in August.



SHOW & TELL

Henry Schaefer brought in his work in progress of the four masted schooner, *Charles P. Notman*, built in 1894 by Percy & Small of Bath, ME. The schooner was built for the coal trade. She was rammed by the steamer *Colorado* in 1900 and sunk. The model is a Bluejacket kit in 1/8"=1' scale of single plank on bulkhead construction. Henry had few kind words for the kit or its plans and instructions which in many instances were contradictory. Henry pointed out that the CD illustrating the model's construction is an absolute must in order to build the model.



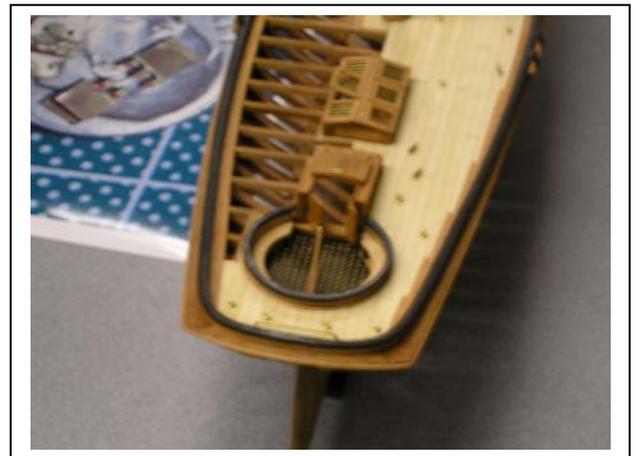
Tony Alworth's current project is the pilot boat *Phantom*. Tony purchased the Model Shipways kit in 1976. The model is in 1:96 scale. The solid hull had been planked over and Tony decided to slice off the bottom of the hull and make it a water line model.



Ernest Connor returned with his model of the Royal Navy's *Sovereign of the Seas* built in 1637. The plank on bulkhead model in 1:78 scale measures in at a length of 46". Ernest has decided to hold off on masting and rigging the ship for now, keeping it as an "Admiralty Model".



Dan Pariser brought in his completed model of the yacht *America* built in 1851 and winner of the 100-Guinness Cup from the British which was renamed The America's Cup. Dan highly modified the Bluejacket kit, a plank on frame kit in 1:48 scale. Dan has left the model with open framing and deck beam sections.



The meeting adjourned at 9:50 PM.



TECH SESSION

Don Otis presented his technique for plating the hulls of the two models he is currently working on. Don provided me with a write-up of his presentation which follows.



TECH SESSION ON HULL PLATING By Don Otis, March 27, 2007

Hulls that one may wish to plate are for ships built within the defined time period of 1850-1940. The first ironclad warship hull was built in France in 1858. By 1877, Lloyds of London had established rules for steel plating. However, by the late 1930's ships with overlapping steel plates were no longer being built. By the 1940's steel plates now butted the other adjacent plates, and welding was replacing riveting.

Plating a model with a fully butt plated hull would be a waste of time because only "in and out" plating, joggled plating or clinker plating can show to advantage on a model's hull.

In and out plating has alternating rows of plates with the "in's" resting on the frames and the "out's" resting on the edges of the inner plates. Both rows proceed from the stern to the bow with each plate resting on the next aftmost plate.

Joggled plating is like "in and out" plating except that plates in all rows rest on frames and butt end to end. The "outer" plates have flanges on both the upper and lower edges for the covering the edges of the "inner" plates above and below.

Clinker plating is nearly identical to joggled plating except that the flanges occur only on the lower edge of each plate.

Because the creation of photography directly parallels the development of iron and steel plated hulls, it is probable that the ship one wants to build has been photographed, and photographs can reveal a great deal about plating patterns on a hull.

By collating model plans with photographs and considering reference points such as portholes, one can determine the length and height of the plates. Using plasticard battens, one can then draw a plating diagram on the wooden hull.

"In and out" plating must proceed from the stern to the bow and clinker plating from the keel to the top of the hull. Wherever plates overlap adjacent plates a consistent amount of extra measurement must be calculated before each plate is cut.

Copper is the plating material of choice for a professional model builder like Malcolm Dorch, especially since it is the best material for using a ponce wheel to recreate rivet heads from the inside surface of each plate. Dorch reproduced 500,000 rivet heads on his 1/8" scale three island tramp steamer *Chelford*.

Otherwise, excellent plating results without simulated rivets can be achieved with .005 brass or plasticard. However, on the advice of Bob Fivehouse, I have chosen to use 100% rag, hot press, smooth surface Strathmore brand Bristol board in 2 ply thickness.

I first double coated the wooden hull with a 40/60 mixture of Elmer's Carpenter's glue and water. Then using a paper cutter I cut paper strips to the widest measurement required and then plated simultaneously the same row of plating on both sides of the hull. Each plate has to be trimmed individually since every plate is different. I glued the plates with Elmer's white glue. A spray coating of clear matte lacquer prepared the plated hull for painting.

I relied on these three very helpful books:

- "Modeling Maritime History" by Malcolm Dorch, published by David and Charles, London, 1988 ISBN 0-7153-9138-0.
- "Steam Coasters and Short Sea Traders" 2nd Edition by Charles V. Waite, PhD published by Waite Research Publications, England, 1985 ISBN 0-905184-04-1.
- "Sail's Last Century; The Merchant Sailing Ship 1830-1930", Conroy's History of the Ship, Editor Robert Gardiner, published by Conway Maritime Press, London, 1993 ISBN 0-7858-1416-7. Chapters 3 and 4 in particular for the history of iron and steel in hull construction.



“Soundings From D-Deck”

This little update comes courtesy of Scottie Dayton of Ships in Scale magazine. Following the NRG Conference this fall, an open carving class for ship ornamentation will be held by Richard Young, ship modeler and master carver at his studio in Two Rivers, WI. The classes will be held from September 17 through 21, 2007. Registration is a minimum of three days at \$50 per day. The classes run from 9 AM to 5 PM. Participants need to have their own carving tools, a set of 1.5mm wide Dockyard micro-carving tools (available from www.woodcraft.com).

For those of us who are knot tying challenged and have difficulty following photos in books, Roy Goroski suggests going to www.animatedknots.com. The website provides short animated illustrations of how to tie numerous knots for varying purposes. The animation can be run at slow and normal speeds as well as step by step.



JUST A REMINDER OF UPCOMING EVENTS

April 28, 2007 – North East Joint Clubs model exposition – New London, CT

June 10, 2007 – Philadelphia Ship Model Society RC Model Regatta

June 29 – July 1, 2007 – The 16th Annual Wooden Boat Show at Mystic Seaport

August 4 & 5, 2007 - South Street Seaport Museum Model Boat Festival

September 9-13, 2007 - NRG Conference, Wisconsin Maritime Museum, Manitowoc, WI

UPCOMING TECH SESSIONS

April 24, 2007 – “BRING A MODEL NIGHT”

May 22, 2007 - **Mike Gutsick** will demonstrate his technique for forming styrene lifeboats using wood forms and tea-light candles as a heat source

June 26, 2007 – Larry Friedlander will be demonstrating his method of making treenails for his ship models

The **'BROADAXE'** is published monthly by The Ship Model Society of Northern New Jersey, a nonprofit organization dedicated to teaching and promoting ship modeling and maritime history. Membership dues are \$30.00 for the first year and \$25.00 per year thereafter

Visit our Web Site at: <http://www.njshipmodelsociety.org> where a Web version of the **BROADAXE** can be found. The **BROADAXE** is distributed by both US mail and e-mail in PDF format.

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

Guests are always welcome.

Contributions to the **BROADAXE** are always welcome, and SMSNNJ members are encouraged to participate. Articles, shop hints and news items may be submitted directly to The Editor as typed manuscript or electronic files, either on discs or by e-mail. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved

Direct All Correspondence To:

BROADAXE EDITOR

Michael Gutsick, 34 Junard Drive, Morristown, NJ 07960
(973) 734-1648 E-mail: mikejgutsick@optonline.net

OFFICERS

PRESIDENT:

Jeffrey Fuglestad, 73 Rensselaer Road, Essex Fells, NJ 07021
(973) 228-3230 E-mail: boatworks1@worldnet.att.net

VICE PRESIDENT:

Edward Hegstetter, 79 Cyprus Point Lane, Jackson, NJ 08527
(732) 928-1140 E-mail: jeheg14@optonline.net

TREASURER:

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

SECRETARY:

Michael Gutsick, 34 Junard Drive, Morristown, NJ 07960
(973) 734-1648 E-mail: mikejgutsick@optonline.net

WEBMASTER:

Al Geigel E-mail: algeigel@optonline.net

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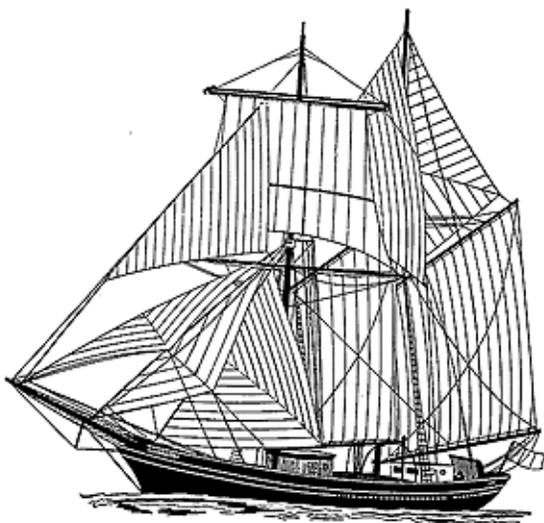
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Newsletter Editor:
Michael Gutsick
34 Junard Drive
Morristown, NJ 07960



NEXT MEETING:

April 24, 2007

7:30 PM

**MILLBURN PUBLIC
LIBRARY**

**Bring a Model
Night**