

THE BROADAXE

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



Volume 22, Number 9

September, 2004

FROM THE QUARTERDECK

As September draws to a close, we've got exactly six weeks to prepare for the Ship Model Exposition on November 13th. With this in mind, I'd like to remind our members that the event is only as successful as we make it. We need our membership to come together to make this happen, and it's not fair to rely on a small handful of people to carry the burden of this show. After all, this expo is to promote the hobby, which in turn, brings new blood to the club. Many of the faces I now see at club meetings were people that I met for the first time at our previous events in Teterboro. Like any hobby, enthusiasm can wane over time, and let's face it, ship modeling is not as exciting as skydiving or thrilling as driving the Autobahn at 150 mph. Nevertheless, it's something we all enjoy doing, and it's our responsibility as club members to encourage the building of ship models and to pass on what we've learned over the years. As a group, we're not as active as a lot of clubs; we have the Meerwald cruise and some small exhibits here and there. This expo has become, in a very short time, a very popular event both to the club and the people that come to visit us. The non-modeling public still holds a fascination with what we do and some aspire to create models like those we build. This is our opportunity, our chance to shine. We need all the help we can get on November 13th. We need your models, your lectures, tech sessions

and anything else that you can think of to pull this off and make it work. If you don't have a model or a tech session, we still need you there as part of the club, part of the family. I hope to see everyone on November 13th!

Jeff Herne
President

And some final thoughts from our past President –

I was very honored to have served as your President. I guess most of you are tired of hearing me whining about my forthcoming operation. I think it is only fair to the club that I step down as I do not know how long my recovery will be. I want to take this opportunity to thank the rest of the officers for their support though out the past two years. I also want to thank all the members for your continued support. I think your new selection of officers will be good for the club. Your new President has expressed a wish in increasing the club's size by recruiting new members. Both he and the Vice President are very qualified at this sort of endeavor. I believe this is the key to keeping the club viable and healthy. I was very pleased that the selection of an editor of the *Broadaxe* was resolved. I hope to see you all at the next meeting; if not, I will be there in spirit.

Ed Hegstetter

(Editor's Note: Ed underwent hip replacement surgery on September 3rd. I'm sure I speak for all of us in wishing him a speedy recovery. Hope to see you soon, Ed!)

MINUTES OF THE REGULAR MEETING August 24, 2004

The meeting was called to order at 7:35 PM by our newly elected President, **Jeff Herne**. There were 28 members in attendance with no visitors.

The first item of business was a discussion of the upcoming Ship Model Exposition. We have booked a room at the White Meadow Lake Country Club, Rockaway, NJ, for November 13, 2004 from 10:00 AM to 3:00 PM. The cost of the room is \$600.00. To help defray the cost, it was recommended that we charge a nominal fee for exhibitors of \$2.00 and \$3.00 for guests. The members unanimously agreed to the proposal and a show of hands indicated that virtually all members present would be in attendance. A flyer was made available to the members to post in their local hobby shops, libraries and other significant sites (*the flyer is also posted on our website – Ed.*). **Jeff Herne** will organize press releases to the news media in our area. Several organizational committees will be required and these will be taken up at the next meeting. We plan to invite other clubs to participate and we may have some vendors as well. It appears that we will have an exciting show.

Roy Goroski is looking for five or six members to exhibit models at the Hamilton House Museum, a historical site in Clifton on Sunday, October 17. Models would stay at the museum for a week. Anyone interested should give Roy a call at (973) 478-7311 or contact him by email at roygor@aol.com

Tom Ruggiero mentioned that the September issue of Ships in Scale has a picture of his

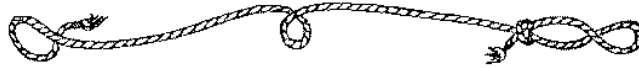
model of the Wasp at the recent joint club meeting. The magazine, however made a mistake in labelling the photo-it is not Tom's model.

Last month's Broadaxe contained a reference to the film "*Paddle to the Sea*" (**Gary Kingzett**). **Ken Davis** has shown this 30 minute film many times in his teaching career and thought the members might like to see the film at some future meeting. Everyone agreed and Ken will set it up.

Jeff Fuglestad, our new Vice President, spent some time organizing Tech Sessions for the next eight or nine months. These sessions are an important part of each meeting and it was heartening to see a renewed interest among the members about making presentations.

Ozzie Thalmann recently took his models of the *Bismarck* and the *Hood* to the Wisconsin Marine Museum show in Manitowoc, Wisconsin where he won a second place award.

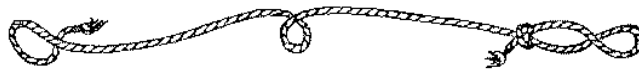
Don Otis spent some time this summer at the Navy Yard Museum in Washington, DC. Security is somewhat tight but Don had little problem accessing the museum which, among other models, contains the large, exquisite model of the *USS MISSOURI* built by Gibbs and Cox. Our own **Henry Barbrack** worked at Gibbs and Cox, a firm of naval architects with a large model shop. It might be a good idea to get Henry to reminisce about their model building prowess (I was fortunate to have in my office for many years a fabulous Gibbs and Cox model of the *CONSTITUTION*. It was on loan from Farrell Lines and eventually was returned to them when I retired).



BOOKS AND PUBLICATIONS

Henry Schaefer brought along a book on the *QUEEN MARY II*, available from Amazon or Barnes and Noble. Henry recently spent several weeks on the ship on a Scandinavian cruise. He took video tapes of the cruise and will show them at a future meeting.

Henry also had a new book about the royal yacht *BRITANNIA*.



SHOW AND TELL

MIKE GUTSICK showed his work in progress on a scratch built model of a Chesapeake Bay Workboat from plans by Wye River Models. It is a plank on bulkhead model that Mike feels is fairly simple and straightforward to construct.



MARTIN QUINN brought his model of the German ship *Tirpitz*, built as a waterline model of the full hull model by Tamiya. Martin used photo etchings from Gold Medal Models and rigged the model with nylon quilting thread. He then weathered the ship with an oil wash.



FRANCOIS LACHELIER exhibited his model of Columbus's ship *Nina* built from the Amati kit. Francois talked about the history of this ship, which was the longest lived of Columbus's vessels.

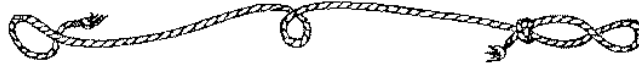


JEFF HERNE had two models of Japanese warships, the cruiser *Nachi*, built in 1928 and the *Akikaze* built in 1943. Both kits were augmented by photo etchings from Tom's Model Works.



ALEX RADETICH showed his work in progress of a liberty ship that he is scratch building using a basswood hull.





TECH SESSION

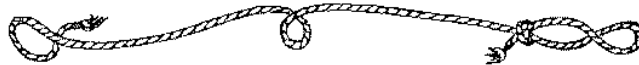
DON OTIS, along with his wife Carol and two friends, cruised on the new five masted, square rigged sailing cruise ship *ROYAL CLIPPER*. This magnificent ship, which the Star Clipper Line bills as “the new *Preussen*”, is the fulfillment of the dream of owner Mikail Krafft.

For his tech talk Don used photographs to discuss many aspects of the ship, contrasting it to the *Preussen*. Whereas the *Preussen*'s five masts carried six spars on each mast, the *Royal Clipper* carries, fore to aft, five, six, six, five and four spars respectively. The handling of these spars and their sails is, however, what is truly marvelous on *Royal Clipper*.

To move its three lower spars on each mast the *Preussen* used Jarvis brace winches, which Don described with a diagram. The *Preussen*'s upper spars required manual labor. In contrast, the *Royal Clipper* braces its spars in sets of two or three spars together through a simplified brace winch. All six spars on one 197 foot mast can be braced around by one man using two buttons on a computer console.

The handling of the square sails is also revolutionary. All of these, with two exceptions, roll up or down from inside the spars, just like window shades. All that is necessary is that two crew members, using two vertical winches, keep the sheets taut. The rolling up or down is controlled from the same computer console that controls the spars. Each sail has only sheet lines, no bunt lines, leech lines or clew lines. Also, since the spars are fixed in place on the masts there are no halyards. The two square sail exceptions are the main and jigger courses. In order to keep sail tradition these sails are fastened to the spars in traditional fashion and are provided with buntlines. The three jibs are handled traditionally as are the lower stay sails on each mast, although vertical winches eliminate human exertion. The upper stay sails are roller furled.

“As we were approaching a port of call, the captain had set all sails to accommodate a French TV crew filming on board. A sudden gust of wind necessitated the quick furling of all sails. This was done in seven minutes! All sails were furled and the spars squared away, quite a difference from the *Preussen*” noted Don.



FROM THE EDITOR

As summer comes to a close, I found myself doing once again what many parents do at this time of year. I had to bring my daughter back to college in Burlington, VT. On the way back to New Jersey, I finally did what I had been meaning to do on just about every trip and that was to stop off in Albany, NY and see first hand the *USS Slater*, the last remaining WW II Destroyer Escort still afloat. Having recently completed a model of an Edsall class DE, I was anxious to see the real thing. It was a fantastic experience! While the *Slater* is a Cannon class DE, it also has the high bridge profile identical to the Edsall class. The *Slater* is also outfitted as it was at the end of the war having her triple torpedo tubes replaced with two additional twin 40 MM Bofors and its single 20 MM Oerlikon guns replaced with twin 20 MM's. Our guide, not a WW II vet, had served on a Fletcher class destroyer and was very knowledgeable about the operations of the *Slater*. After our tour, I was talking to one of the WW II volunteers. He had served on a Butler class DE during the war. I was telling him the difficulties I had in modeling the details on the flying bridge and was disappointed that the bridge was not open to the public. He told me to follow him and he brought me up to the bridge himself! I can see why it's not open to the public – only one way up – a very steep ladder with not much clearance for your head. What an experience! Even without the solo tour, a visit to the *Slater* is well worth the travel. They have an excellent web site as well at www.usslater.org. Following are some pictures I took while on board.



Port side view of the USS Slater



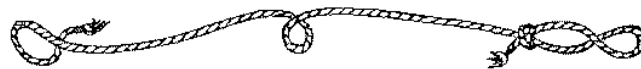
Crew's Mess located on 1st Platform Level below Main Deck in the forward area of the ship



Gun #1 - 3"/50 Cal. Mk 22 Open Deck Gun



Starboard side K-Gun and Depth Charge Rack with Mk 9 Tear Drop Charge



"Soundings from D Deck"

For those of you who actually get this far in the newsletter, you may be wondering what feedback I've received so far in my quest for members' actual experience with precision saws. The answer is none, zippo, not a word! To paraphrase the governor of California, perhaps they are all "girlie men" unable to say anything, good or bad, about their equipment! Lacking any comments enthusiastically recommending the Preac saw, which I felt was underpowered and somewhat difficult to set up for ripping operations, I bought the Micro Lux saw from Micro Mark. It seems to have more features than the Preac and Micro Mark offered it at a price (an e-mail special promotion) that I couldn't pass

up. I haven't done all that much with it so far. On the plus side, I like its variable speed, blade changes are easy, it's light weight and doesn't take up a lot of space on my work bench. On the negative side, I don't care for the rip fence that comes with the saw. It doesn't slide easily making it difficult to set up. I would also prefer an open back similar to the Dremel table saw. The Micro Lux is enclosed. While it does have a vacuum port in the rear, unless you attach it to a shop vac or similar system, you have to remove its side door to clean out the sawdust and other debris. The photos that follow show the basic saw (excluding the blade guard) out of the box. I did attach the optional Easy Mount Bench

Bracket (see the first photo) to secure the saw to my work bench or table and recommend this accessory. The standard blade is an 80 tooth 3-1/4" blade with a .032" kerf. I ripped additional 1/4" x 1/16" planks for the work boat I am constructing and was satisfied with the results. In future newsletters, I will discuss other

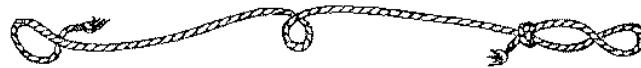
accessories for the Micro Lux and how they perform.



Photo 1 – front view of the Micro Lux Tilting Arbor Table Saw



Photo 2 - rear view of the Micro Lux Tilting Arbor Table Saw



and coming up over the horizon is –



September 28, 2004 – Tech Session will be presented by **Henry Schaefer**. Henry will share with us, in this first installment, one of his videos taken on his cruise on the maiden voyage of the Queen Mary 2.

October 26, 2004 – No Tech Session is scheduled as this meeting is “**BRING A MODEL NIGHT**”.

November 23, 2004 – Tech session will be presented by **Jeff Fuglestad**. Jeff will discuss turning metal on a lathe.

Mark Your Calendars

November 13, 2004

SMSNNJ Model Expo

**White Meadow Lake
Country Club
Rockaway, NJ**

10 AM to 3 PM

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 \$20.00 for the first year and \$15.00 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.

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From left to right – Jeff Fuglestad, Bill Dunphy, Jeff Herne and Tom McGowan keeping us on course at a recent meeting

THE BROADAXE

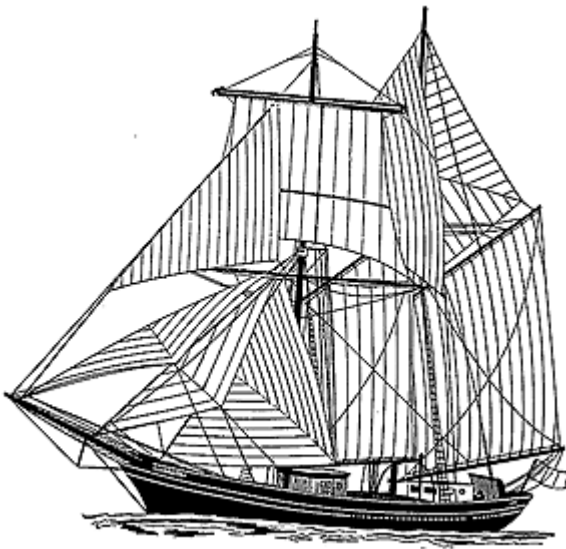
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NEXT MEETING:

September 28, 2004

7:30 PM

**MILLBURN PUBLIC
LIBRARY**

Tech Session:

Henry Schaefer

Queen Mary 2

Video Presentation