

THE BROADAXE

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



Volume 29, Number 4

April, 2011

MINUTES OF THE REGULAR MEETING March 22, 2011

The general meeting, chaired by **Bob Fivehouse**, was called to order at 7:35 the roster sheet was passed around and there were 29 members in attendance. **Larry Friedlander** handed out the latest version of the club roster. If there are any mistakes or revisions, please let him know. The membership as a whole is encouraged to include their e-mail address in the roster. E-mail addresses facilitate the communication of club information and the distribution of the Broadaxe. In particular, printing and mailing the Broadaxe is expensive and labor-intensive. We are trying to reduce the number of issues that have to be „snail-mailed”.

We want to thank **Michael Storch** for editing and formatting the Broadaxe. **Dennis Powell** volunteered to do the printing, labeling and mailing of our monthly newsletter and we appreciate it. As it stands now, the Broadaxe will be a cooperative effort: Larry Friedlander will write up the minutes and any other material that comes his way and send the photographs taken during the club session. Michael Storch will format, edit and add any other material, and Dennis Powell will take care of the actual mailing of the Broadaxe.

Al Geigel, our treasurer, presented his report covering the last two months. Our present balance is \$2569.87. Al gave us a final tally of our December auction at which we made \$136.50. We want to thank Al for doing such a

good job of keeping track of the auction's finances.

Bob Fivehouse reminded us that the joint clubs conference will be taking place in New London Connecticut on Saturday. **Tom Ruggiero** asked if we had selected a door prize for the raffle and Bob Fivehouse realized that we had never been asked to provide one so the club voted, after debating the merits of Micro Mark, Blue Jacket and Model Expo, to give a \$50 gift certificate from Micro Mark. Larry Friedlander will give the tabletop demonstration and **Barry Rudd**, **Michael Storch**, **Bob Fivehouse** and **Tom Ruggiero** will handle *the Jim Roberts Award*.

You may be surprised to learn this, but Tom Ruggiero has hats for sale, embroidered with a lovely rendition of the club logo and very suitable for wear to joint conferences, NRG conventions, and run-of-the-mill club meetings. Get yours while you can.

Roy Goroski brought in the results of his research on the *Richard Robbins*. A Saturday afternoon brunch cruise will cost \$81 a person. **Jim Caulkins** researched the schooner *A.J. Meerwald* which sails from Port Norris NJ. To charter the *Meerwald* would cost \$1000 which would be divided among those taking the cruise. The cruise lasts about two and a half hours and no food is provided. The membership is still struggling to come up with an appropriate way to celebrate the 30th year of our existence. Other suggestions have been: a picnic, a dinner at a restaurant, or some form of excursion but we have been unable to settle on any of these.

NEW BUSINESS

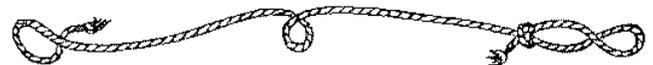
Mason Logie got a flyer from the New Jersey Historic Divers Association. They are having a symposium on New Jersey shipwrecks May 7. The Association is going to open a New Jersey shipwreck museum and the president of the association would like to talk to us about it because we may be able to supply models of some of the ships that had been wrecked off the Jersey coast. Mason has also spoken to Ms. Landman of the Snug Harbor Noble Museum which was a home for retired sailors for more than 140 years until they moved the home down to North Carolina. She would like to have us come and take a tour of the museum and go through the cellar where the museum is now storing its recently found ship models. They would like our help in restoring some of the models. Mason will try to set up a date for us at the end of June or in July. At the beginning of June, Mason will dive the USS Houston and HMS Perth, this time with the permission of the U.S. Navy.



BOOKS AND PUBLICATIONS

Olly Erikson brought in his book "Constitution – All Sails Up and Flying". It is an extensive discussion of the Constitution's rigging; dissecting and analyzing the words of midshipmen Edward Clifford Anderson who served on the ship in the 1830s. Jim Greathouse has given the book a very nice review in the Nautical Research Journal. Jim says "*it is an asset that both the modeler and the historian should have... Truly an excellent resource that I am glad to have on my library shelf.*" Olly will be opening his new

manufacturing facility in several months. There will be room upstairs for an extensive library and the lobby will be a large display area for his many models. Olly gave a copy of his book to the commander of the Boston Navy Yard. As thanks for all the research Olly has done, he was made an honorary Admiral in the U.S. Navy.



SHOW AND TELL

The American whaling brig Kate Cory was launched as an Atlantic whaler from Westport Massachusetts. She had five moderately successful voyages before being captured and burned off the coast of Brazil by the Confederate raider Alabama. **Don Otis** built his Model Shipways kit of the Kate Cory for his son-in-law's brother. The solid hull model is 3/16 to the foot scale and Don found it a pleasant kit to build. The whaleboats are built up of stacked hull segments. One difficulty Don had was in making the foremast as thin as required by the plans. When he put on the truck, the mast split in three places where it was weakened by sheave holes. Don wasn't

sure about the rigging of the whale rendering equipment but followed the directions on the plans and used pictures in his Time Life series book *The Whalers*. The ship is coppered with stained glass leading tape.



Tom Ruggiero brought us up to date on his “box scale” model of the USS *Camp*. The hull is now complete and Tom is working on the superstructure. Looking down the road, Tom sees the major challenge as building the 20 and 40 mm guns. As he continues to work on his kit,



Tom has become more aware of the differences between the *Buckley* and the *Camp*. Some of these differences are in the placement of the propellers and the different venting needed because one ship is steam turbine driven and the other is diesel engine driven. The model is being built using wood, plastic and photo etched parts.

When discussing his model, Tom told us that the photo etch material and paint for his model of the USS *Camp* costs more than the kit itself.





10 years ago **Bob Fivehouse** started working on his model of the British liner *SS Miltiades*, built in 1903. She was one of two built on the Clyde for the Aberdeen Line and was intended for their Australian service. They were among the last ships built with clipper stems and figureheads. The way the model was turning out was so disappointing that he stopped working on it. But now he has decided to continue and finish it. One of Bob's difficulties was painting the tiny areas on the inside but he has successfully dealt with that. The Aberdeen line had one of the most successful clipper ship services. In the 1880s they decided to go into steam and the success of their first ship, the Aberdeen, made clipper ships obsolete. The model hull is carved from two pieces of basswood glued vertically together. The glue provides a centerline which ensures that the model will be carved symmetrically. The model is built in 1/600 scale. Bob also brought in his model of a British coastal steamer. It is one of his favorite models which he never intends to sell.



Larry Friedlander brought in his model of the Hannah, a work in progress. All of the whole frames have been completed and he is now working on the cant frames at bow and stern. As these frames are cut from their billets, they are hot glued into the notch in the framing jig. In this way the frames can be faired into the hull and then popped out of the jig and finished. As the frames are constructed, stanchions are cut into them at the level of the deck.



The finish of the wood is made up of sanding sealer, Minwax satin rub-on poly and paste wax. The members of the Hannah group continue to meet monthly and to share their experiences as the group-build progresses. The group is considering moving on to a new group build project in March or April of next year. If club members have any suggestions for what that new model should be, we would like to hear them.



The Friesland was a Dutch, mid-17th century, a 74 gun warship. After several years **Barry Rudd** has finished work on his plank on bulkhead kit. It is built to 1/75 scale and is 32 inches long, 10 inches wide and 31 inches high. This model is a representation of a real Dutch ship named the seven provinces. The kit designer decided to change the name to *Friesland* which is actually a German name.



Barry built his kit with just a few alterations. He made the windows on the upper decks more realistic, he built a bulkhead amidships which he also felt was more realistic. He built the ships boats to more accurately represent 17th-century design which Barry researched in Ab Hoving's book, *"The Ships of Abel Tasman"*. Barry has been working on this model for a decade and feels it would be appropriate for a modeler with some previous experience, with few difficulties except in the rigging, which becomes quite complex.



Tony Alworth is moving ahead with his Model Shipways kit of the *Syren*. The hull and masting are done, and Tony is now working on the spars and rigging. Tony has been working on his kit for year and has been enjoying it and learning a lot. He thinks that **Chuck Passaro's** construction manual is "out of this world". Tony has discovered that he must be very careful when working with the spars because they are very thin, some as small as one 32nd of an inch in diameter. Tony tightens up the rigging, where necessary, by wetting it slightly, letting it sit for a minute or two and then drying it with a hair dryer. He asked the group for some help in making rope coils and the group obliged with several methods. Tony left out some evaluation forms and was disappointed that nobody filled them in.



Jeff Fuglestad noticed that one of the recurring subtexts in our discussions has been the cost of ship modeling. His model of the battleship New Jersey, 52 inches long and in a case, cost over \$3000 to build.



Jeff then pointed out that his model of a French, 42 foot, armed longboat of 1834 cost in the neighborhood of \$40. That was spent on two pieces of swiss pear, some wire, and some cyano glue. Other materials used in the building of his long boat were scraps he had in his shop. His model is built to 1/72 scale and is constructed on bent frames formed over a block and then planked. Jeff got the plans from a monograph written by Delacroix and has worked on it for about two months. Jeff used a bending iron on thin strips to get the shape of the frames.

Gary Kingzett spent around \$1200 on the butterboard for his model of the Maine for the Brooklyn Navy Yard Museum.



Snowbirds (people who live part of the year in Florida and part of the year up north) who are also ship modelers face the problem of

transporting their model twice a year. **Francoise Lachelier** dealt with this by building a smaller model, a French sloop of the early 20th century. It's a Corel, plank on bulkhead, model of a Breton scallop fishing boat. The sails are colored to match the prototype and all the stitching on them was done by hand. The model is built to scale of 1 to 25.

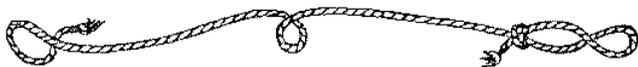


At this point in the proceedings, **Tom Ruggiero** told us that he had just gotten a call from **Dan Pariser**. Dan wanted us to know that only 38 ships had been registered for the New London show. He encouraged members of the group to bring in their models because our club is severely underrepresented. **Steve Maggiepinto** told us that he would be able to send e-mails of the stored ships data to those

members who needed it for their display in New London.



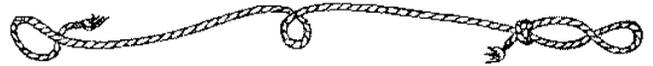
Dr. Steven Fletcher brought in his ship in a bottle model which is finally complete. The water is made of silicone which took a very long time to dry.



MODEL EVALUATION

Have you ever wanted an impartial assessment of the model that you are currently

working on; here is a perfect opportunity to get constructive and potentially positive feedback from your fellow modelers



TECH SESSION

Tom McGowan is asking for **volunteers to give future tech sessions.**

If there is some facet of the hobby that you can tell us about, have an idea for a tech session or are interested in learning about one of the multitude of tasks that go into the creation of a ship model please contact Tom McGowan.



The meeting was adjourned at 9:40.

On a more somber note, we are sorry to report that Henry Schaefer's wife, Margrat, has passed away. We send him our condolences and hope that it is of some comfort to know that he is in our thoughts and prayers.

We were also saddened that Ed Hegstetter missed the joint conference because he suffered a heart attack. We understand that he is recovering and feeling better and we look forward to seeing him soon.

The Joint Club's Conference in New London Connecticut took place on April 30th. 16 members of our club attended and one of them, **Dan Pariser**, went home with the 2011

Jim Roberts Award for his beautiful model of a **Thames River Skiff** (1880).



These light and maneuverable rowing boats were the Yellow Taxis of London before the construction of multiple bridges and The Underground, the first subway system in the world. Note that the ropes that control the rudder would be held by the passenger, not the boatman.

The model is entirely scratch built from cherry wood. The caning of the seat is done in an authentic 19th Century pattern.

Congratulations Dan!

We should thank again the members of the Jim Roberts Award committee for their work in getting the forms ready and then coordinating the judging and tabulating the results. Thanks especially go out to Tom Ruggerio. Tom had a busy day wearing the many hats of a true multi-tasker [Conference Attendee, Committee

Member, Judge, and Award Presenter]. Members who attended the conference were treated to a very enjoyable display of ship models built by members of our club,



Ossie's Calypso



Jeff's French, 42 foot, armed longboat of 1834



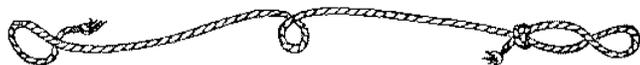
and other clubs, a new and marginally better luncheon menu, a very interesting talk on the building of model masts by **David Antscherl**, tabletop demonstrations on subjects such as block making, fabricating ships boats and building frames using the Hahn method given by our very own **Larry Friedlander**,



and a drawing for door prizes of which a surprising number were won by members of our club. Among the vendors were booksellers, model kit sellers and toolmakers.

It was a very nice day to travel up 95 and reconnect with friends from past meetings.

"Soundings From D-Deck"



UPCOMING TECH SESSIONS

To Be Announced

Just a reminder of
Upcoming events

Our next meeting is scheduled for Tuesday,
May 24, 7:30 in the Millburn library.

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.shipmodelsocietyofnewjersey.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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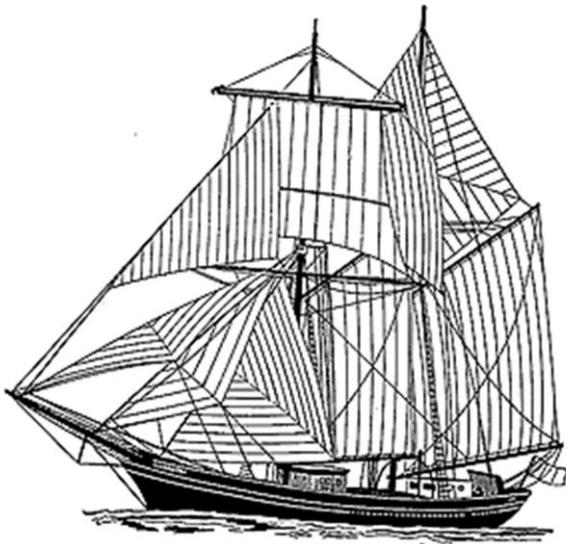
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NEXT MEETING:

May 24, 2006

7:30 PM

**MILLBURN PUBLIC
LIBRARY**

Bring Your Models
[Finished or Unfinished]