

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



Volume 30, Number 2

February, 2012

MINUTES OF THE REGULAR MEETING
February 28, 2012

Bob Fivehouse called the meeting to order at 7:35 with 28 members and guests present.

Our usual routine was changed because we had a special guest speaker, **John Laurence Busch**, author of Steam Coffin: Capt. Moses Rogers and the Steamship Savannah Break the Barrier.



Mr. Busch gave us a fascinating talk about transportation in the early 1800s and the emergence of steam power as a motive force on rivers and then for crossing the Atlantic. Mr. Busch's talk was far ranging; he touched on such topics as the cost of moving bulk cargoes by land and water, the various forms of currency that existed in the early United States, the major personalities of the time such as Robert Fulton, Captain Moses Rogers and Robert Livingstone, the benefits and disadvantages of paddlewheels, the design of ships to take advantage of both steam and wind power, the problems inherent in storing coal onboard ship and the dangers involved in burning it as fuel. It is interesting to note that in the first crossing by the Savannah, which took place in 1819,

steam power was only used for 99 hours, less than 20% of the time of the entire 29 day crossing. The overriding message of Mr. Busch's presentation was that this was a trans-formational technology. Steam power was the first man created propulsive force in human history, as Mr. Busch would say, "globalized high technology". Before steam power, transportation was limited by the use of muscle or to taking advantage of forces inherent in nature such as wind and tide. After the crossing of the Atlantic by the Savannah, technological evolution increased at a pace that resulted in a nuclear submarine crossing under the polar ice 140 years later. Mr. Bush finished his talk by giving wonderfully informative answers to the many questions asked by the members. We appreciate the time and effort involved in coming to our meeting and discussing his book and remind all that his book is available in bookstores and on Amazon.

After the break for refreshments, **Bob Fivehouse** reconvened the meeting. Two guests introduced themselves: **Chuck Bergman** from Manalapan, who is new to ship modeling and is working on a model of the Peapod and would like some advice about the planking, and **Richard La Rue** from Mercerville, who has been involved in HO trains and is now branching out to ship modeling. Both of them became aware of us through the Internet. We are happy that they came and look forward to them attending future meetings and becoming members of our society.

Bob dispensed with the usual discussion of old and new business, and because **Al Geigel** was not present there was no treasurer's report. **Ed Hegstetter**, a member of the joint club's conference committee, assured us that preparations for the conference are well in hand and reminded us that every club is responsible for putting on a roundtable demonstration and asked for volunteers. We need a 30 min. demonstration of some aspect of ship modeling for the conference.



OLD BUSINESS



NEW BUSINESS

A few members of our club spent four days, Thursday, March 8 through Sunday, March 11 in the suburbs of Baltimore, improving their ship modeling skills. **Tom McGowan, Barry Rudd, Tom Ruggiero** and **Larry Friedlander** attended two workshops organized by Greg Herbert and led by David Antscherl. The first two days were spent on improving their sculpting skills as a way to produce better carvings. David believes that creating a scale size “maquette” helps the modeler by producing a better concept of the relative proportions of their carvings. The second subject covered was planking. Using tick strips, a proportional planking sheet and black thread, David showed us how to divide the hull into flowing and balanced sections that will produce a correct and pleasing run of planks. In addition to improving our shipbuilding skills, we had a chance to meet modelers from all over the United States and learn from each other. Out of classroom highlights included a wonderful crab cake outing, and a Saturday night dinner and illustrated lecture by Grant Walker about the dockyard models in the Annapolis collection. Greg and David tell us that there will be other subjects covered in future seminars.

The NRG has just announced that the conference scheduled for late summer in Portland, Maine has been cancelled due to irreconcilable problems with the hotel. We should appreciate more the unbroken string of Joint Clubs Conferences we have enjoyed.

Dave Roche, past owner of Pier Books and a club member sent me this message:

“I moved south and have to watch out for tornados and meanwhile the Northeast has a warm winter! Hope you and model club crew are well. Here's the info on first major offering of Pier Book's stock. They have monthly book auctions and they have my books - how and when they appear is their choice - might take a year of auctions, but the "game is on"! Distribute info as desired.”

<http://www.nationalbookauctions.com/upcomingauctions.htm>

Henry Schaefer has donated his model collection to Bahrs restaurant in Highlands New Jersey. Henry has

been making models off and on since he was a kid. They were just too valuable for him to sell and he wanted to find a spot where they could stay together and there was no better place than Bahrs. Henry's collection moved to its new home in early 2011. Rik VanHemmen, a local naval architect and a member of the Navesink Marine Heritage Association noticed them and realized that they could be used to interest today's teens in the marine industry. Rik was invited to speak at Red Bank Regional High School about opportunities in the marine industry and he suggested a possible project for students who might be interested in helping NMHA set up a database catalog of the Bahrs exhibit. With the help of marine science teacher Denise Barrett, VanHemmen connected with juniors Melissa Fingado and Noemi Valdetano and senior Frank Juliano. The three agreed to take on the task of photographing/cataloguing the collection as classwork and also as a project that could be used as part of their college application process. “We carefully take the cover off the models and then, using the macro mode of our cameras, we get in tight and photograph model detail”. That's music to the ears of Henry who said he took great pleasure in adding minute detail to all his models. It's nice to know that Henry's models are serving a useful purpose and have found a happy home.

Please remember to sign up for the **Joint Clubs Conference!**

Bob Fivehouse reminded us that every club participating in the joint club's conference is responsible for putting on a tabletop demonstration. Bob asked if any of the *Hannah* project participants would be willing to do a demonstration but none of the members present volunteered. Therefore the club still needs someone to do that presentation. **Al Geigel** has been in contact with the other participating clubs and has reminded them that they too need to select a tabletop demonstrator. He has also reminded them that they need to provide a door prize and a judge for **The Jim Roberts Award** selection committee.

Ron Hollander has volunteered to be our presenter for March. He will show us pictures he took of the Maritime Museum in Venice.



WEBSITE & LENDING LIBRARY

Website: <http://www.shipmodelsocietyofnewjersey.org/>

Lending Library:
<http://www.shipmodelsocietyofnewjersey.org/club-library.php>

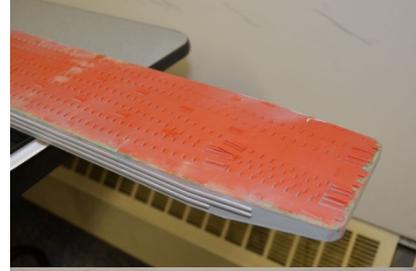


BOOKS AND PUBLICATIONS



SHOW AND TELL





Ozzie Thalmann brought in his plastic model of the USS Arizona, which he is building for his son. The 32,600-ton *Arizona* was commissioned in October of 1916 and was sunk December 7, 1941 at Pearl Harbor. The *Arizona* has never been raised and is now the site of a memorial and museum. Ozzie's plastic kit is made by Revell, is 17 inches long and is built to scale of 1/426. Ozzie is waiting for Lindberg to issue a new model of the *Arizona* in 1/44 scale, which will produce a model approximately 51 inches long, more to Ozzie's taste.



Don Otis showed us a model of Columbus's Santa Maria. The model was given to Don outright by former club member Richard Balleto on January 31, 2012. It had sat in his attic for about 45 years. This model, along with models of the *Pinta* and the *Nina* had been badly damaged en route to America on board an Italian freighter, which docked in Hoboken. Rich Balleto was a longshoreman there. The intended recipient refused to accept the three damaged models and accepted an insurance settlement instead. Rich, who was a plastic ship model maker, was allowed to take the *Santa Maria* model while two other longshoremen took the other two models.



When Rich offered the now filthy, musty smelling wreck to Don, he took it with the idea of rehabilitating it for his older daughter to use in her third grade class.

As we know, any *Santa Maria* model is conjectural, but he was able to ascertain that this model is a fairly accurate, scratch built reproduction of the 1928 Julio Guillem, full-sized *Santa Maria*. The hull is nicely done with plank on frame construction. The planking is done with carefully fitted pieces of veneer. That fact, along with the sails, which appear to have been made of material used for backing on upholstered furniture, led Don to believe that the unknown model builder was a furniture maker. Because of the condition it was in, the model was beyond being cleaned up and treated as an antique. The rigging was not only woefully inaccurate, but it was rotten to the touch. Don therefore decided to remove obviously inaccurate features, to correct others, to replace broken parts, to add windows, doors, new hatch gratings, new anchors, and to re-rig the model entirely. While painting and applying urethane, Don did not touch the veneer planking on the hull, but he did repair and repaint the black wales and fenders. Finally, Don will be making a ship's boat, a firebox for cooking, and a suitable water barrel.

Don used several sources for identifying and working on the model. He has provided us with a bibliography, which the club secretary will be glad to share with any interested members.



One of our visitors, **Chuck Bergman**, brought his in-progress model of the Peapod. He has had some problems with the planking of the hull and hopes that some of the more experienced club members will give him some advice so that he can proceed.



Many years ago **John Marinovich** and his father built a 55-inch long, number 18 New York Central steam tug. To power it they bought a Stuart castings kit for a "launch twin" engine, which can be used to power steam models 4 to 6 feet in length. They also scratch built a Scotch boiler with walls 5/32 inches thick, designed to run on propane. A Scotch boiler has tubes through which the fire goes to heat the surrounding water. An electric motor somehow found its way into the model and the steam engine was set aside. The engine has never run on steam but has been tested with compressed air.





Barry Rudd brought in his plastic model of the doomed liner *Titanic*. Barry is lending his model to the South Amboy Library as part of the hundred-year commemoration of the tragedy. Barry draws a distinction between “building” a wooden model and “assembling” a plastic model. He “assembled” it about 20 years ago when he was a member of the Titanic Historical Society. On a tour of the yards in Ireland where the *Titanic* was built Barry was told that “the Irish built it and then the British sank it”. Using photographs of the *Titanic*, Barry modified the rigging to be more realistic. Another challenge was to reproduce the “buff” color of the stacks. If you want to see Barry’s model and other items relating to the *Titanic* go to the Perth Amboy library.



The prototype of **Mason Logie's** railroad barge was built around 1950. Mason has been doing research to make his model as authentic as possible. For example, a member of our club sent him a picture of the barge, which enabled Mason to determine the correct number of cleats. Mason has applied a primer coat of paint and is simulating the welded seams with body putty. Since the prototype was 300 feet long and 30 feet wide and Mason is building in HO scale, this is the biggest model Mason has built. Another area that Mason has had to research is the color of the original. Since these barges were not frequently painted, the predominant colors will probably be black and rust. Mason will use code 70 HO scale rails on the deck and will replace the plastic railings with photo-etched parts. Most of us will never get to see our models in the water but Mason did put his barge in his bathtub and assures us that it floats.





30th annual Northeast Joint Clubs

Ship Model Conference and Show

April 28, 2012

Port 'N' Starboard Convention Center

Ocean Beach Park

New London, Connecticut

Register now.....download the flyer and registration form.

[REGISTRATION FORM \(pdf\)](#)

[FLYER FOR THE SHOW \(pdf\)](#)



For further information about the show, contact

Al Geigel at:

algeigel@optonline.net

30th ANNUAL NORTHEAST JOINT CLUBS

**SHIP MODEL
CONFERENCE AND SHOW**

Saturday

April 28, 2012

9:00AM ~ 4:00PM

Port 'N' Starboard Convention Center

Ocean Beach Park

New London, Connecticut

~~~ (Directions on Reverse) ~~~

Public Welcome!



**DETAILED MODELS FROM AWARD  
WINNING CRAFTSMEN AND  
ARTISTS!**

Vendors with Maritime and Modeling  
Books, Kits, Tools and Supplies!

A \$5.00 admission fee for viewing of the models  
will be collected at the door. Children under 12 ~ free

Full conference fee, which includes table space to  
display your models, ship modeling techniques  
demonstrations, continental breakfast and buffet lunch,  
\$37.00/person

For further information contact Al Geigel at:

[algeigel@optonline.net](mailto:algeigel@optonline.net)

or check

<http://www.shipmodelsocietyofnewjersey.org/>



<http://www.shipmodelsocietyofnewjersey.org/whats-new.php>

## UPCOMING TECH SESSIONS

To Be Announced

Ongoing reminder, that 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 9:35.

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 \$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 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.

The **Broadaxe** is written by **Larry Friedlander**, edited by **Michael Storch**, and distributed by **Dennis Powell**.

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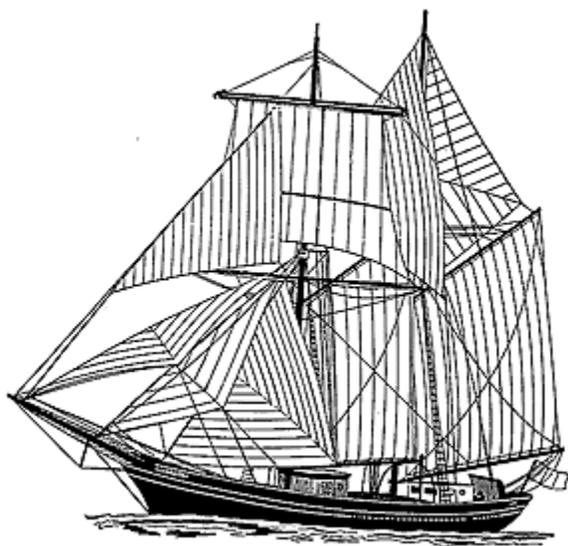
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**NEXT MEETING:**

**March 27, 2012**

**7:30 PM**

**MILLBURN PUBLIC  
LIBRARY**

**Bring Your Models**  
**[Finished or Unfinished]**