



THE BROADAXE

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



Volume 26, Number 11

November, 2008

MINUTES OF THE REGULAR MEETING October 28, 2008

The meeting was called to order by President **Bob Fivehouse** at 7:40 PM with 22 members in attendance. We had 1 visitor this evening, **Bob Bendetson** from Morganville, NJ. Bob informed us that he was invited to the meeting by Ed Hegstetter and told us of his particular modeling interests after which the members heartily welcomed him aboard!

Bob Fivehouse thanked everyone for their well wishes and assured everyone that he was feeling much better.

Comments, questions and or corrections to the October issue of the Broadaxe were requested. The members complimented the Editor for another fine issue and thanked him for all of the time and effort he has put into the newsletter. There being no other comments or corrections, the October 2008 issue of the Broadaxe was accepted into the minutes.

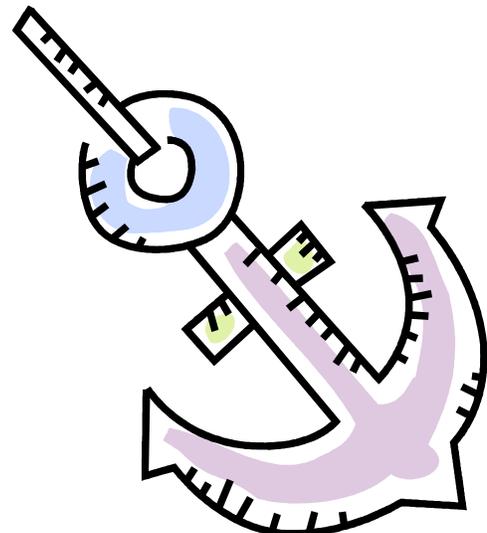
Al Geigel presented his Treasurer's Report to the members. There being no discussion on the report, the Treasure's Report was accepted into the minutes.

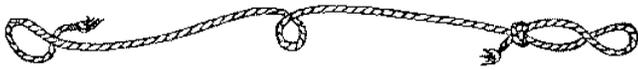
Tom Ruggiero gave us an update on the Club hats. He has been in contact with the vendor who provides similar items to his company. Tom passed around pictures of several types of hats and asked for comments on desired styles. He will now obtain a quote and let us know what the total cost of an order for 100 hats will be. Tom thought that the cost per hat might be around \$20. After some discussion,

the consensus was a 50/50 split on the cost of the hat. The cost of a hat to a member will be half the cost incurred by the Club.

Discussions are still ongoing with the South Amboy and Parsippany Libraries regarding a model display at their facilities. No dates have been set as of tonight's meeting. **Tom Ruggiero** and **Ozzie Thalmann** will be in contact with the library representatives and let us know when dates have been finalized.

Mike Gutsick informed the members that he had received an e-mail from **Steve Maggipinto**, a new member, to let us know that the reason he has not been seen at the last several meetings was that he had undergone open heart surgery recently and has been home recovering. He is coming along nicely and hopes that his doctor will finally give him permission to drive so that he can be with us at the November meeting. He really enjoys our meetings and is looking forward to attending again.





SHOW AND TELL

This evening was **BRING A MODEL NIGHT** and we had quite a nice variety of models on hand.

Ed Hegstetter brought in an ELCO 80' PT Boat. It is a plastic kit model in 1:35 scale with a good deal of photo etched parts to enhance detail. The model represents the last ELCO PT boat to serve in the Pacific theater at the end of the war. Due to its late arrival, it did not see any combat action. Ed commented on the weapons that these late model PT's had to specifically combat the Japanese barges that were being used in the Philippines. These had 40 MM guns installed which proved to be extremely effective against these barges. The camouflage pattern is hand painted.



Olof Eriksen did not bring in a ship model. Rather, he brought in a model of a liquid ring vacuum pump that his company manufactures. The real pump weighs 12 tons and is 40' long and 12' wide. Ollie is scratch building this model in 1/8"=1' scale and is using steel and aluminum to fabricate the parts. In his youth, Ollie was a machinist and a tool and die maker and is utilizing these skills to design and machine all of the parts for his model.



Ernest Connor's latest project is the *San Felipe*, built by the King of Spain in 1690. It was Spain's most majestic fighting ship. The model is of plank on bulkhead construction in 1:75 scale and will be 38" in length when finished. Ernest commented that this was a bit more difficult build than his previous models. Someone asked if this model was going to have "stubs" for mast like his last big model (hey – nothing wrong with an "Admiralty" model!). For this model, Ernest said, he is leaning toward complete

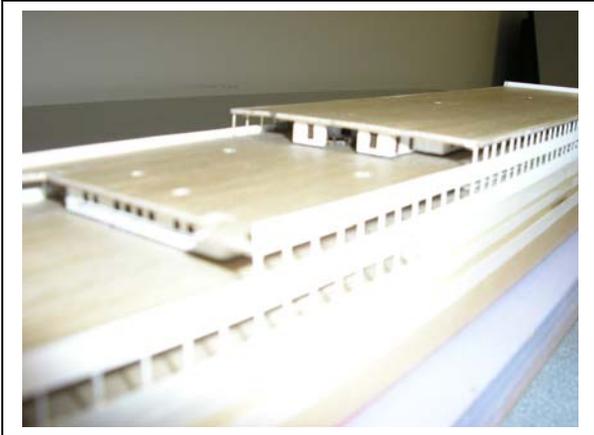
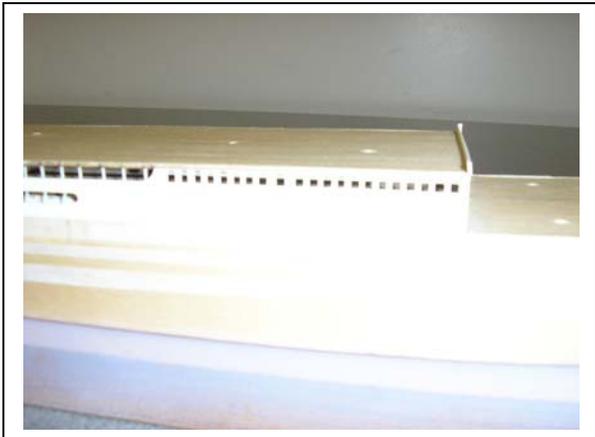
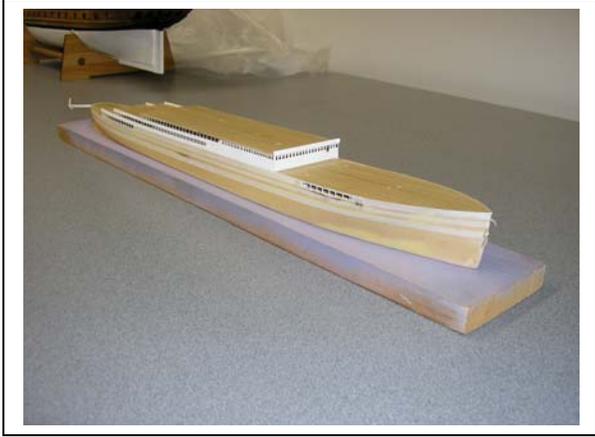
masts and rigging. It is quite impressive now. Fully rigged, it should be awesome!



Al Geigel has a restoration job he is working on. The model has been in this particular family for several generations. The owner has asked Al to clean it up, repaint the sails and replace the glass front. The model appears to be a steel 3 masted ship. Al was told the model was originally built in Nova Scotia. Unfortunately, there is no name on the ship. A few of the members opined on possible countries where such a ship might have been constructed. The sails are constructed of some type of metal so that they can have the billowed look of a moving ship. Al says his toughest job will be to match the paint color on the sails so that they retain that aged look.



Bob Fivehouse continues to make progress on his scratch built model of *MS Britannic*, a British White Star Line vessel built in 1930. When the ship was retired in 1960, she was the last White Star liner in existence. The scale is 1"=32', Bob's favorite scale. He has begun to apply the hull plates which are made of tracing vellum. He prepared the hull by sealing it with a solution of Tite Bond yellow glue and water. I believe Bob said that he put 3 coats of this solution on the hull, sanding each coat. He also used Tite Bond to glue the vellum to the hull. Bob also explained how he uses strips of tape to ensure a uniform separation between the hull plate strips along the entire length of the hull.



Francois Lachelier is nearing completion on his model of the Chesapeake Bay Skipjack *Willie L. Bennet* built in 1899. Skipjacks have been in use from the 1880's into the 1960's as oyster dredgers in the Chesapeake Bay. Regulations require that they operate under sail when fishing. A motorized "push boat" could be used to get the skipjack to the fishing beds and back to port. The model is a Model Shipways kit based on plans by Howard I. Chapelle. The kit was designed by Ben Lankford. It has a plank on bulkhead hull and the scale is $3/8"=1"$. The stitching on the sails was all done by hand.





The meeting adjourned at 9:15 PM

Upcoming Meeting Topics

November 25, 2008 – Ernest Connor will discuss airbrush equipment, materials and techniques

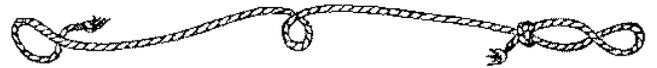
December 16, 2008 – White Whale Auction

January 27, 2009 – Bob Fivehouse will discuss making simulated water and waves for waterline model bases

February 24, 2009 – Larry Friedlander will

present a hands on discussion of painting friezes on bulkheads. **ALL MEMBERS WILL BE ABLE TO PARTICIPATE!**

March 24, 2009 – Michael Storch will show us how to properly sharpen chisels



FROM THE EDITOR

One of the highlights of a meeting for me is the time spent talking with fellow members about the specifics of the model they brought in for Show & Tell. I'm fascinated by some of the techniques they have used to fabricate a particular part or how they have accomplished the weathered look on their model. Of particular note for me this evening was Francois Lachelier's skipjack. I was drawn to the weathering on his deck which screamed out "This is a work boat!" I'm currently working on a Chesapeake Bay "dead rise" boat and am attempting to get that same feel on my model. Francois was having some difficulty at that moment trying to re-hang his push boat which fallen off one of the blocks. Someone else came by and asked about the detail of his engine and whether it was all included in the kit. Most of it was and some of it was added to make it more realistic and somehow the discussion got around to metal working and soldering. The dredging equipment reflected on the Lankford plans would seem to require a bit of soldering and looked difficult to construct. One of the guys said he hates to solder and uses CA glue if at all possible. One of the problems encountered in previous soldering attempts was that other previously soldered joints would become unsoldered as the new joint was heated. I happened to have with me a completed 1:24 scale oyster rake and some partially completed components made from brass wire that I had soldered. I was hoping to get some tips on how to make the process of making the rake easier. I did get some useful advise from Bob Fivehouse and Ozzie Thalmann on soft soldering (neither uses hard solder) which I am making use of as I continue to refine the oyster rakes I am making in the hopes

that I will get a couple of rakes that I am satisfied with. Since I am in the process of learning this new technique, I thought it would be appropriate to pass along to you in this and following issues what I am learning about soldering. In this issue I will introduce the tools and materials and some comments about soldering in general. In a future issue I will discuss my actual experiences with the various tools and solders in fabricating my scale oyster rakes.

Mike Gutsick



Soldering for the Inexperienced

Prior to my involvement in modeling, when I thought of soldering, it was soldering copper pipes with a propane torch. On the models I've worked on so far, only one required me to do any soldering. I needed to make a frame for a canopy on a model of the *USS Monitor*. It required me to form a circle with brass wire of an appropriate diameter, solder the two ends of the wire and then solder the brass circle to brass wire uprights to form the frame for the canopy. I used a soldering iron kit from Radio Shack to solder the assembly. It was the first time I soldered anything of this size and I was not pleased with the results. Fortunately, the simulated canvas covering covers all of the soldered joints so that my less than perfect joints are hidden from sight. Once I decided to make scale oyster rakes for my current model, I knew I had to face the soldering monster again and was quite reluctant to do so. I just didn't know enough about soldering small pieces and was considering using CA glue and plastic components instead. I finally decided that I have to make the rakes using brass wire

and strips and I will have to solder them. I got a book on jewelry making and starting searches on the internet on how to solder. In my research, I was made aware of the two basic types of solder, soft solder and hard solder. I also discovered that this doesn't mean that one bends and the other doesn't! It refers to the melting temperature of the solder itself. Soft solder melts at about 450°F. There are some solders that melt at lower temperatures which I'll describe later. Hard (aka silver) solders melt at much higher temperatures such as easy solder (1325°F), medium solder (1390°F) and hard solder (1425°F). This seems like a very high temperature and it is. Brass melts at between 1600°-2000°F. While the brass won't melt, if you use a hard silver solder the heat needed to melt the solder will significantly soften the metal after it cools (you have just annealed the piece). You may also ask why there are several types of silver solder that melt at different temperatures. It allows a piece to be soldered in stages with the first stage using the highest melting temperature and subsequent stages use the lower melting temperatures thus avoiding previously soldered joints or components from coming undone.

Let's now go into a brief discussion of the tools and supplies available for soldering. Solder is available in coils, sheets, sticks, paste and small bits. It can be a composite that already contains a flux material or a solid core. The solder itself is an alloy that can either contain lead or cadmium or be lead and cadmium free. Bob Fivehouse suggests always selecting a lead free solder. His particular favorite is Stay Brite Silver Solder. It can be obtained as a kit which includes the solder and flux (flux is a chemical preparation that prevents the metal from forming a scale on its surface during heating, which would inhibit the soldering process). Exhibit 1 shows a number of solders and fluxes. Tools available to heat the metal include soldering irons, torches and resistance soldering equipment. Examples are found in

Exhibit 2. While soldering irons and butane torches are reasonably priced, resistance soldering equipment is expensive and can run from \$400 to \$900. While the Cool Heat tool is a resistance soldering tool in that it uses electrical current to generate heat, I'm sure that someone who has and uses the more expensive model would say there is no comparison between the two tools. There are a number of accessories that are quite useful and include soldering boards, magnesium blocks, soldering picks and tweezers and heat shields. Exhibit 3 contains examples of these items. Regarding heat shields, the oyster rake requires multiple close soldering points. I have found a product called Heat Shield to be extremely effective in protecting the other solder joints from melting when working on a new joint area. It is a paste material that I apply to the soldered areas with a palette knife. This is great stuff! So where did I get all of these items? I got the soldering irons at Radio Shack and Home Depot along with the Bernz-O-Matic butane torch. The Blazer butane torch was purchased online from Contenti Jewelry Making Supplies (www.contenti.com). I also have purchased accessories from Shor International Corporation (www.shorinternational.com). In a future issue I will discuss in more detail the actual use of the tools and materials illustrated in the fabrication of a 1:24 scale oyster rake.

Mike Gutsick



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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 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 e-mail. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

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EXHIBIT 1



Above are silver solder pastes in soft, medium and hard grades. The paste is a mixture of silver solder and flux.



Clockwise from the lower left corner is TIX solder and flux (melts at $< 300^{\circ}\text{F}$), a Stay Brite Silver Solder kit (includes the solder and flux), coils of lead free solid core solder that came with soldering irons and a tube of flux that came with the Bernz-O-Matic torch and a coil of rosin core solder from Radio Shack.

EXHIBIT 2



From left to right are a Cold Heat Soldering Gun, a Bernz-O-Matic Butane Torch, a Blazer Micro Torch and a 40 watt soldering iron.

EXHIBIT 3



Some useful accessories are to the left. The tools are on a 12"x12" soldering board. A magnesium block is at the top. The items at the bottom right are aluminum heat sinks and to their left are a couple of soldering picks.



A 16oz container of Heat Shield is above. It is easy to apply and protects soldered joints from heat being applied to new solder areas. It cleans up with easily with water.

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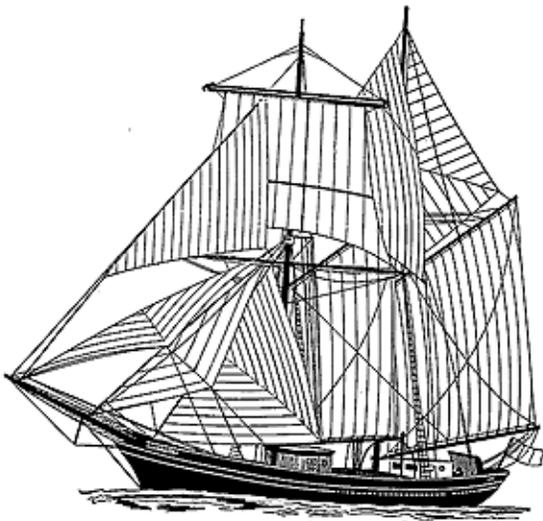
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NEXT MEETING:

November 25, 2008

7:30 PM

**MILLBURN PUBLIC
LIBRARY**

Tech Session

**Using an Air
Brush**

Presented by

Ernest Connor