



Volume 39, Number 7

## *Newsletter of the Ship Model Society of New Jersey*

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The June Meeting of SMSNJ will be a virtual meeting. The meeting will be;

July 27, 2021 at 7:00 PM (1900).

#### Next Tech Session

The Tech Session for the July Meeting is; "TBD"

The Tech Session for August will be; "Frenchman River Model Works".

#### SATURDAY WORKSHOPS

Saturday workshops coming back soon!. Stay tuned!

**Meeting Report:** The virtual meeting was called to order by President Bill Brown at 1900 on Tuesday, June 22, 2021. There were twenty two members and seven guests. Welcome to you all.

The Treasurer reported of transactions for the month and the balance in the SMSNJ bank account.

We have some great news. We will be back meeting in the Roseland Library in September. Bill notes that we do plan to continue with a virtual presence even when we meet in person. We are working out the logistics to make that happen.

Bob Fivehouse has started on the second of his models of Austro-Australia ships; White Star Liner, Medic. In 1899 she was in service to Australia. She carried cargo and 300 third class passengers. It was a very popular service. Scale is 50' to the inch and she was one of the largest ships in her time. Bob will have five models in the series.

Bob is working on his pond model. He is working on the rigging at this point. The original paint on the hull is petroleum based and could not be completely removed but he has used auto primer with some success.

Doc Fletcher continues work on his Skipjack. The rigging is almost complete. His goal is to put it in a window box.

Barry Rudd's current project was the restoration of a model of an English coastall fishing boat that was built in 1920, or thereabouts. The model was dropped by the movers.. The rigging was brittle and booms were damaged. He also filled several gaps in the planking. He redid the shrouds and other rigging.

Nick Damuck has also been restoring models. And old Scientific kit it was restored and cleaned. Bluejacket currently has 17 ships that they will be repairing/restoring.

Todd Wardwell, active Coast Guard showed us a screen shoot of the replica Providence. In 2016 there was a winter storm in Rhode Island and he was a marine inspector. The ship was on jack-stands and a storm surge lifted the ship and smashed it back on the stands. That holed the hull and destroyed her mast, jib, and most of the rigging. He did the survey for restoration.

Bill is currently moving along with his Chris Craft. He is wondering what color the logo "Miss Seaside" was. All that he has are B&W photos of the Seaside boat but a color photo of a boat in Massachusetts showing gold letters. The consensus was to use gold letters.

The meeting adjourned at 2050.

## OLD BUSINESS

### Northeast Joint Clubs

The Northeast Joint Clubs meeting will be Saturday, October 2, 2021 - 9:00 AM to 3:00 PM Port'n'Starbord Convention Center Ocean Beach Park, New London, Connecticut This year's conference is sponsored by the USS Constitution Ship Craft Guild.

There will be the usual very large model display, vendors, lunch, round table demonstrations, door prizes, and an after lunch speaker. Registration is open now. As is every year, the sooner you get your registration in, the lower the cost. The Jim Roberts Competition will occur. This is a winner take all competition honoring one of our Plank Owners, Jim Roberts.

It also has been decided that the 2022 Northeast Joint Clubs will go back to its traditional Saturday in April. The 2022 Conference will be hosted by the Philadelphia Ship Model Society.

### Modelcon 2021

Modelcon 2021 will be on USS New Jersey on August 7, 2021. To register your model(s) for the show, go to; [www.philadelphiahipmodelsociety.com/modelcon/](http://www.philadelphiahipmodelsociety.com/modelcon/) repared, but you can register your model now

## NEW BUSINESS

### National Lighthouse Museum

We will be doing an exhibit at the museum in November. This is a great show and chance to work on your models. Stay tuned.

## BOOKS AND PUBS



There were no Books or Publications this meeting.

### Dues

Dues **were due by the June Meeting**. If you did not pay your dues Please send your check, payable to SMSNJ, to;

Tom Ruggiero

54 Peach Orchard Drive

East Brunswick, NJ 08816

If you are a new member that joined after November 2020, your initiation fee covers the first year. Thank you all.



## US Coast Guard Upcoming Commissioning

Todd Wardwell is in the Coast Guard. Tonight he tell us that a Sentinel Class Cutter will be commissioned in Philadelphia this September. The Sentinel-class cutter, also known as Fast Response Cutter due to its program name, is part of the United States Coast Guard's Deepwater program. At 46.8 metres (154 ft) it is similar to, but larger than the 123-foot (37 m) lengthened 1980s-era Island-class patrol boats that it replaces.

The cutter is to be named Emlen Tunnell. Born and raised in the Philadelphia area, Tunnell played college football at the University of Toledo in 1942 and University of Iowa in 1946 and 1947. He also served in the United States Coast Guard from 1943 to 1946.

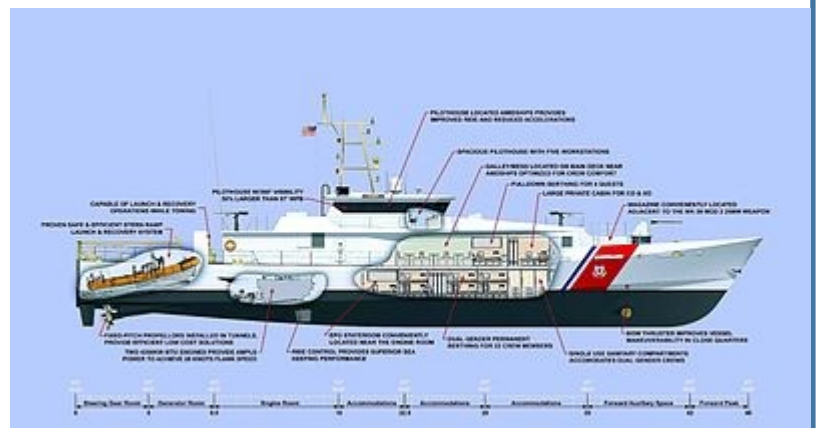


He received the Silver Lifesaving Medal for heroism in rescuing a shipmate from flames during a torpedo attack in 1944 and rescuing another shipmate who fell into the sea in 1946.

He next played 14 seasons in the National Football League (NFL) as a defensive halfback and safety for the New York Giants (1948–1958) and Green Bay Packers (1959–1961). He was selected as a first-team All-Pro six times and played in nine Pro Bowls. He was a member of NFL championship teams in 1956 and 1961. When he retired as a player, he held NFL career records for interceptions (79), interception return yards (1,282), punt returns (258), and punt return yards (2,209).

After retiring as a player, Tunnell served as a special assistant coach and defensive backs coach for the New York Giants from 1963 to 1974. In addition to the Pro Football Hall of Fame, he was named to the NFL's 1950s All-Decade Team and the all-time All-Pro team, and was ranked number 70 on The Sporting News' list of the 100 Greatest Football Players. He is the first African-American named to the Hall of fame and he is in the Ring of Honor at the Meadowlands.

Todd will be researching to build a model of this cutter. The Emlen Tunnell, after commissioning will be going to Dubai.



## **Tech Session**

**“Developing and Manufacturing Model Kits “  
Nick Damuck**

Nick Damuck is the Owner of Bluejacket Shipcrafters. He did a detailed presentation of all aspects of selecting the subject of a kit, designing the model, and the processes for manufacturing the thousands of parts that make up the kit. Bluejacket is the oldest ship model company in the world.

Kit development is essentially scratch building with replication in mind (extreme documentation). To develop a kit you need to do the research, review plans and photos, and decide what materials to use, but it is a business so many of the considerations are quite a bit different than making a one off model. You need a solid team that comprises all aspects of making a model (casting, laser operator, carving, photoetch, as well as administration). Cost is always an issue. The wood typically used by scratch builders (Boxwood Cherry, ebony, pear, etc.). Balsa is too soft. Basswood is fine grained, holds an edge, less expensive, and readily available. Hardwood plywood is available down to 1/64" thick and can be used where saw wood would not be used. To be successful, you need to know the demographic of your customer base. For Bluejacket it is older than 55 and builders of sailing vessels. This demographic has not changed for decades.

While the demographic hasn't changed, but the characteristics have changed. In our dad's days kits were blocks of wood to be shaped by the builder, a few fittings, and a couple of mimeographed sheets of vague instructions. They were expected to build a model. Baby boomers grew up with plastic kits. The bulk of the work was done, and we needed to assemble them to make a model. Today's kits need to be developed with that in mind. Tools like lasers resin casting and photoetch have made this transition less challenging. There are several levels of experience from none at all up to scratch builders. The majority of kit builders are not scratch builders.

A basic sequence is; choose a subject, do the research, get yard or other plans, determine the scale, decide whether it is solid hull or planked, create spreadsheets for all components and what material or process will be used, you determine where you can use existing fittings versus making new fittings, draw lines and section plans and drawing for laser cutting or photoetch, if it is to be a solid hull, you carve a master hull, make masters for all parts that need to be cast, make a first set of laser parts and test fit them making changes as needed, make new molds for the new fittings, draw the plans, build the display model, and write the instructions.

Nick discussed each of the sequenced steps. Nick noted that several times particular ships are recommended to him. The reality is that for a sufficient number of kits to be sold to recoup the development costs it must have name recognition. Even updating and releasing an old kit to the newer standards effectively means development of a new kit.

Nick discussed the very many new processes and materials that have become available and that enable the production of better kits. We thank you, Nick, for a very informative presentation.

The website for Bluejacket Shipcrafters is;  
[bluejacketinc.com](http://bluejacketinc.com).





# The Nautical Research Guild

## 2021 Photographic Ship Model Competition

The Board is proud to announce that the 2021 Photographic Ship Model Competition is accepting entries. The last NRG photo competition was in 2015 so you have had six years to build your masterpiece.

All the photos will be submitted on-line...no more downloading files to a DVD or driving to the post office. Gold, silver and bronze medals will be awarded to the top three models in the categories of Apprentice, Journeyman and Master builder. There will also be a Best of Show medal awarded. In addition, achievement ribbons will be awarded on a point basis. Every model entered will receive a written review of their model from our judges.

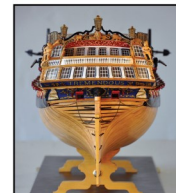
The Competition is open to Regular NRG Members in good standing. To see all the details and enter your model, go to <https://thenrg.org/contests>. We look forward to seeing your model photographs soon.

### THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: [www.thenrg.org](http://www.thenrg.org) or call 585 968 8111

## Who Wants To Be Remembered As A Ship Modeler

I received this very interesting story from our member in North Carolina, Dennis Powell. Enjoy!

Mount Moriah Cemetery is located in SW Philly and Yeadon, PA. The cemetery was opened in 1855 when many cities found that the local church graveyards were no longer able to bury the departed, as they were too small. Thus, more large rural, private cemeteries were opened. Think - Take a ride to visit Grandma and Grandpa on Sunday afternoon and spend the day, with a picnic lunch, at the cemetery.



My grandmother, my dad's mom, was adopted and her adoptive parents are buried in the cemetery. My dad never mentioned anything about the Buchanans, except he referred to Grandma Dempsey (Grandma Buchanan remarried a Robert Dempsey after her first husband passed, but she is buried with her first husband). In recent years, I have been to the cemetery. Unfortunately, it fell into great disrepair years ago - no known owner, dumping ground, stones vandalized or toppled by natural forces. My 85 year old cousin, as a child, recalls going to the cemetery with his mother (my dad's sister) and our grandmother to visit the graves. There was no family stone and 70+ years ago the place was in disrepair. On the bright side, in 2011 some

locals formed a group "Friends of Mount Moriah" and have begun the tremendous process of cleaning the place up. As of today, there are no new internments and about 1/3 of about 500 acres are somewhat cleared of overgrowth and old tires. BTW, there are approximately 150,000 people buried there. Also, although MM Cemetery is in disrepair, it surrounds a National Veterans Cemetery, which is pristine and only accessible through the derelict MM, and maintained by the Federal Government. I have participated in the "Wreath Across America" program where we decorated the graves in the National Cemetery and where we could find graves of other vets.

I suspect you are eagerly awaiting the end of this story!

Below are two pictures of a stone in the shape of the USS Monitor and attached a short comment from the cemetery notes on the origin and history of the stone. I have not seen this stone, or don't remember seeing it on a visit to the site. Apparently, this guy couldn't go to his grave without recognizing the significance of the Monitor at Hampton Roads. I suggest you recommend this concept to club members as an alternative to a mausoleum or undignified grave stone. Perhaps the club should consider a road trip to view the stone - it might inspire some members to begin thinking about their legacy as model builders of great renown. .





## SHOW & TELL



## HMS Victory, English 1st Rate, Scale 1:72, Modified Caldercraft Kit (54 x 21 x 37 inches)

- Mort Stoll

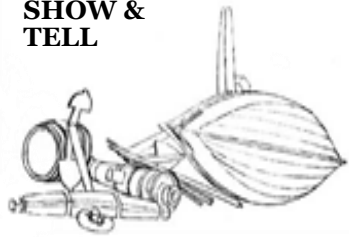
Mort has With the completion of the flag lockers - I added the flags and the locker covers - the poop deck is complete. Have started work on the stern.

The windows, fascia, fascia false baluster patterns, Etc.etc. Are painted. Am now working on the stern trophy of arms.



# *The Broadaxe*

## SHOW & TELL

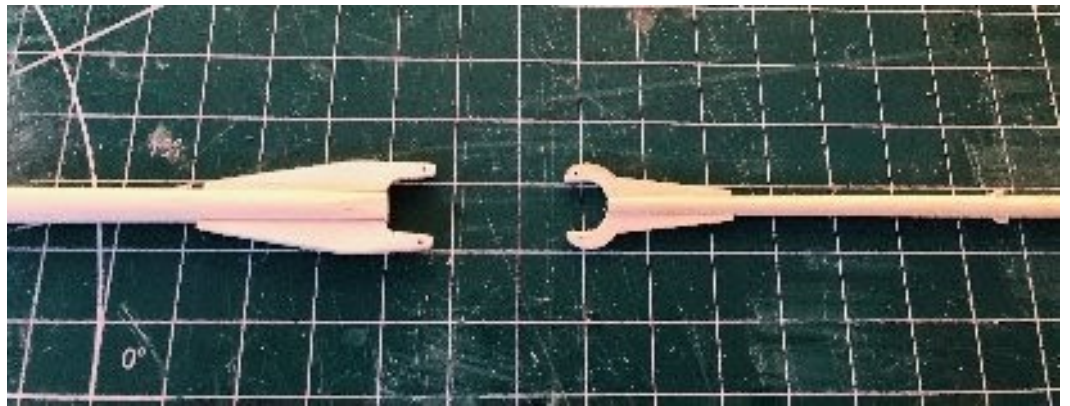


### Providence, Colonial Schooner, 1776, 1:48 Scale - Ken Whitehead

The boat is starting to look like a sailing ship. Ken made the mast, boom and gaff. He carved the mast coat and inserted the mast through it.

He wants to have furled sails on this model. This means that the main sail will be furled with the gaff lowered. For that reason, he has to work on the mast from the bottom up. First, the boom rest was added to the mast and the boom and gaff made. Next will be the main sail and its mast hoops. Then the sail will be bent to the gaff. The gaff will then be lowered and the sail furled on the boom. Because that involves sliding the mast hoops down the mast, the mast top comes last.

Ken now has to consider whether the mast, boom and gaff should be black; as well as the jib boom. Whatever you decide Ken, the model looks great.





# *The Broadaxe*

## SHOW & TELL



## Hesper, Schooner, 1884, USA, 1:64

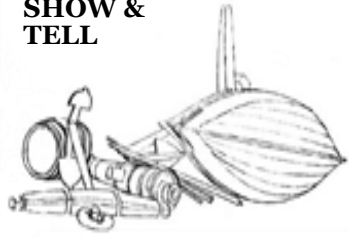
- Rich Lane

Hesper was a Boston pilot boat built in 1884 . She was known to be the largest American pilot boat and fastest of the Boston fleet. Rich has been making a lot of progress on the model. He is finishing up the deck furniture. He still has to construct the windows for the skylights, binnacle , and a few odds and ends. Then on to his next challenge, Hesper's two pilot canoes which, he says, that he has no idea yet on how I'm going to do them. I'm sure that you can use the method that Tom and Ken demonstrated. She looks good.



# The Broadaxe

## SHOW & TELL



### Lobster Boat - Mike Ellison

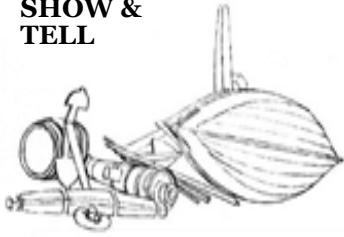
Mike is now working on the transom of his Lobster Boat. He is really enjoying this kit from Bluejacket. He has put a name on the transom. He printed the name on his printer, glued it to masking tape, cut out the individual letters and then painted over the tape. He installed the roof of the cockpit. Moving along nicely. Mike.





## *The Broadaxe*

### SHOW & TELL



### Medway Longboat Sails - Tom Ruggiero



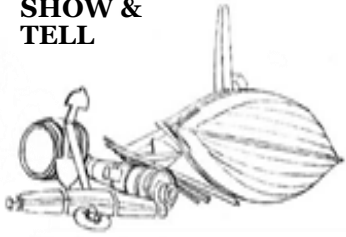
The Medway Longboat by Syren Shipmodel Company, is a beautiful model. Several have been asking Chuck about sails for the boat. Chuck asked Tom to put furled sails of his model. Here is the Longboat with the three sails in various furled condition. The closeup photos show how the mainsail is laced to the mast and to the gaff, and how the fore stay sail is attached to the stay. Tom has put a full description of the whole process of making the sails on Model Ship World in the Medway Log.





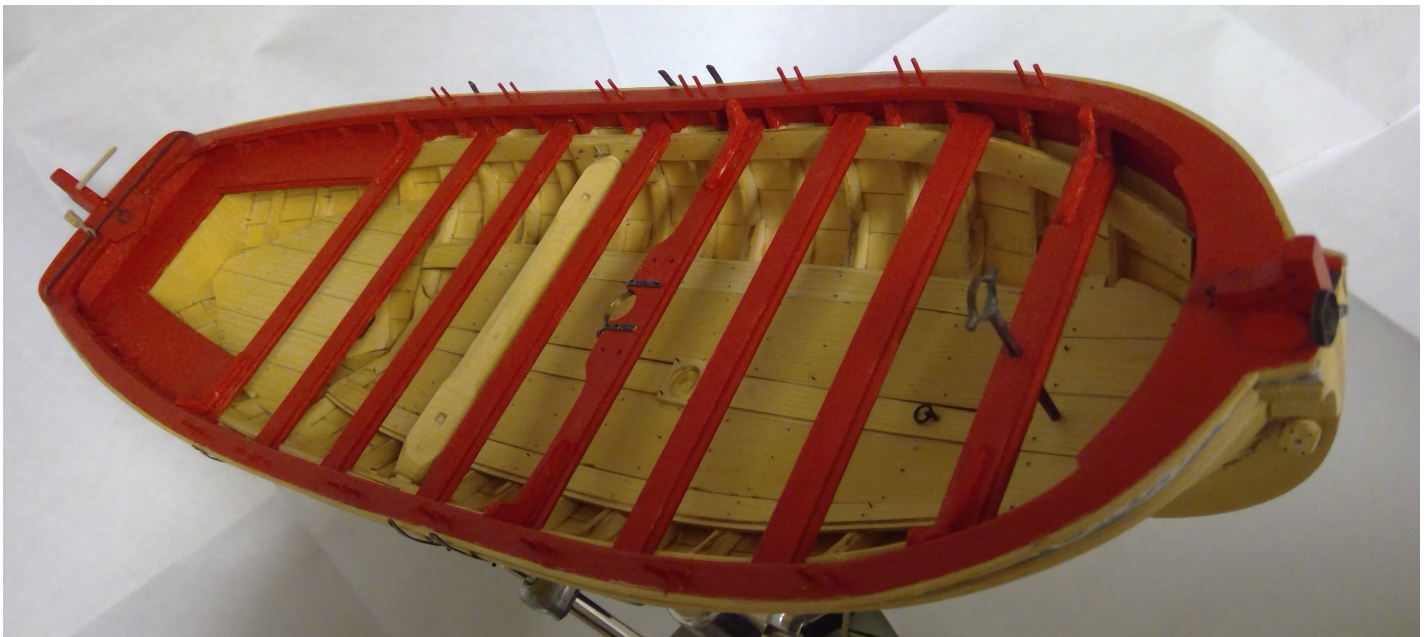
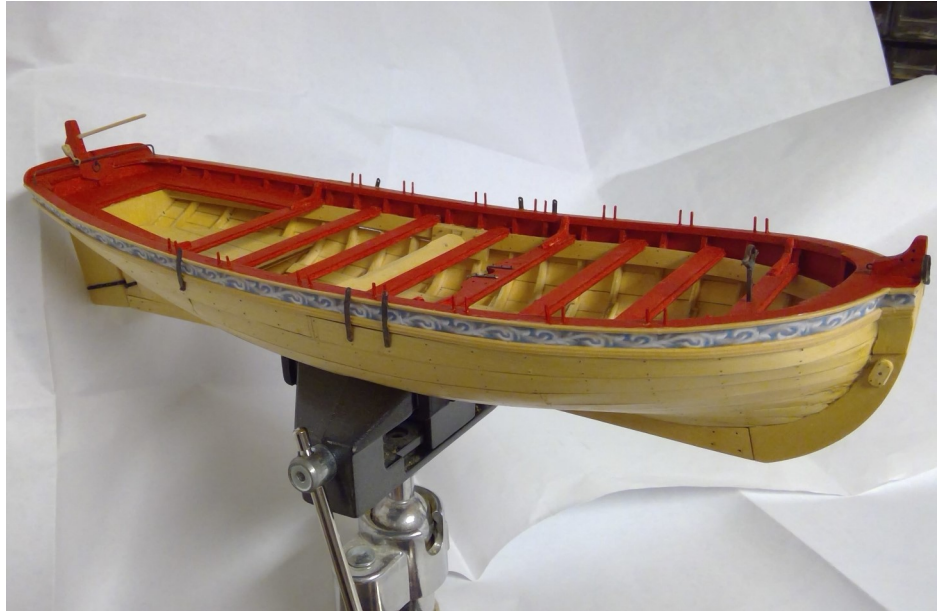
# *The Broadaxe*

## SHOW & TELL



### Medway Longboat, English, 1754, 1:24 - Tom Ruggiero

Tom Ruggiero is building his own Medway Longboat. Due to space considerations he isn't masting or rigging the boat but he has included all of the hardware that would be required to do so. The bowsprit hardware is soldered, then blackened brass. Tom has added a few other features to the model, specifically ringbolts on the inside keel to allow the boat to be lifted onto its cradle and a ringbolt on the transom and one in the bow to tie the grapple hawser to. He will be making oars and the grapple to complete his model.



# The Ship Model Society of New Jersey



*The Broadaxe* is published monthly by The Ship Model Society of New Jersey (SMSNJ), 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 each month by email in PDF format.

Regular meetings are held on the fourth Tuesday of every month at 6:45 PM, at the Roseland Free Public Library, 20 Roseland Avenue, Roseland, 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 email. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

*The Broadaxe* is edited by Tom Ruggiero. Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto at [trugs@comcast.net](mailto:trugs@comcast.net).

If any member would like an email copy of the roster, please drop a note to Tom Ruggiero at the email address listed below. If there is an error in the roster let Tom know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Tom because if it is, you won't get member bulletins. Please keep your contact information up to date. Your email address is particularly important because that is the main avenue of communication for club announcements. In case of emergencies such as last-minute cancellations due to weather, emails will be sent to the members. Direct All Correspondence to Tom Ruggiero.

## Club Officers

### **PRESIDENT:**

**Bill Brown**  
28 Betsy Ross Drive  
Allentown, NJ 08501 (732) 294-8960  
E-mail: [wldjbrown@gmail.com](mailto:wldjbrown@gmail.com)

### **VICE PRESIDENT:**

**Mason Logie**  
20 Sylva Lane  
Staten Island, NY 10305 (718) 273-1813  
E-mail: [mlogiejr@aol.com](mailto:mlogiejr@aol.com)

### **TREASURER:**

**Tom Ruggiero**  
54 Peach Orchard Dr  
East Brunswick, NJ 08816 (732) 257-6063

Email: [trugs@comcast.net](mailto:trugs@comcast.net)

### **SECRETARY:**

**Tom Ruggiero**  
54 Peach Orchard Dr  
East Brunswick, NJ 08816 (732) 257-6063  
Email: [trugs@comcast.net](mailto:trugs@comcast.net)

### **WEBSITE CONTACT:**

**Chuck Passaro**  
E-mail: [cpassaro123@gmail.com](mailto:cpassaro123@gmail.com)