

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



Volume 31, Number 8

August, 2013

**MINUTES OF THE REGULAR MEETING
August 27, 2013**

The minutes usually begin with the calling to order of the members at 7:00 but it might be interesting to those who aren't able to attend, or arrive just as the meeting begins, to learn about what goes on before-hand. Every part of the meeting; opening remarks, show and tell, the break, and the tech session is a product of work done before the meeting ever starts.

A day in the life of a NJSMS Meeting:

Let's take this most recent session as an example. Each meeting originates in a written agenda prepared a week or more before by **Tom Ruggiero**. This agenda will include items carried over from our last meeting, "old business", and bring up new matters for discussion, "new business" and includes "show and tell", "books and publications" the break and "the tech session". Tom allocates the available time based on past experience.

The tech session this last session, was the playing of a DVD provided by **Roy Goroski**. This suggestion, put forward by **Larry Friedlander**, was presented to Tom who approved it and then included it in the agenda. In order to show the DVD, access to the projection room had to be obtained from the library staff, which meant that **Michael Storch** had to be at the library at 5:15 to confer with the librarian before she left at 5:30. Sometimes a tech session may involve even more preparation: the gathering of materials, practicing a demonstration, writing an outline for distribution, and bringing equipment and supplies to the meeting.

Around 6:30, the first members will start to appear. Some of them will be bringing in models for show-and-tell, maybe someone will be setting up for a tech session, others will be there to help set up the tables or just to have an opportunity to chat with fellow club members. At 6:45 the executive committee arrives and has a brief discussion outlining the upcoming meeting and dealing with whatever last-minute matters may arise. Earlier in the day, **Dennis Powell**, (and before him it was **Don**

Otis), bought cakes, coffee, hot chocolate and milk. Before the meeting he will be there setting up the refreshments for the break. Show-and-tell forms will be handed out and filled in, and money will be collected for dues or purchased items.

The efforts of these people and others are what keep our club functioning. Being a good club member involves more than paying your dues on time. It means participating and contributing. As with any volunteer organization, there are always chores that need doing and our club thrives when every member finds a way to take on those burdens. Hopefully, every members name will appear in the Broadaxe because they did something to keep the club interesting and vibrant.



The regular meeting was called to order at 7:15 by our president **Tom Ruggiero**. 22 members and one guest, **Jason Clark** from Evesham NJ, were present.

Dues were collected and members are reminded that the official date for paying dues was July.

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.

Treasurer's Report

Our treasurer, **Ken Schuetz**, brought us up to date on the club's finances. After accounting for the collection of dues and donations for refreshments, we remain financially afloat. Again, dues were payable in July. If you don't attend the meeting please mail them to Ken whose address is at the end of the Broadaxe. It pains us to do it but members who are months in arrears will be taken off the mailing list.



OLD BUSINESS

Thanks again to **Jim Lavelle** for a very interesting tech session on milling. This is the type of tech session we all look forward to and it was very informative and enjoyable.

Last month we talked about a joint meeting with the Washington area club down in Maryland at the Annapolis Museum workshop. Tom took a careful look at the calendar and between Don Proulx's vacation and the Naval Academies football schedule, he determined that there was no good date for a meeting in the next few months, so that trip will be put off to this spring, probably in March.



NEW BUSINESS

The USS Monitor sank on the night of January 31 1862 during a storm off the coast of Cape Hatteras. Since the discovery of the wreck of the Monitor, at a depth of 220 feet, on 27 August 1973 and the retrieval of the turret in 2002, the Mariners Museum has devoted much of its efforts to presenting the history of the Monitor and CSS Virginia and the preservation of artifacts from the recovery site. In August **Larry Friedlander** and his wife Elaine visited the museum and were very impressed with the building and the displays. There are three video presentations about; the sinking, the battle against the CSS Virginia, and the recovery of the turret. The museum also has displays dealing with, among other things, the history of exploration and the age of Nelson. The museum features life-size, walk-through recreations of the interior of both the Monitor and the Virginia. There are also a good number of excellent ship models, including builder's models in quarter inch scale of ships from the early 20th century. The highlight for model builders is the August Crabtree collection, full of models he built illustrating the history of shipping and beautifully illuminated in a room of Mr. Crabtree's design.

<http://www.marinersmuseum.org/exhibitions>

The museum also has an area set aside for ship model building which is open to the public and manned several days a week. One of the Hampton Road ship modelers was there and said that there is a possibility that the Mariners Museum ship model contest may be restarted in 2015. This museum and the Williamsburg area are well worth a visit.

Michael Storch asked for feedback concerning the Broadaxe and while all the members were happy with the content there where a few who did not receive a hard copy. There has been a problem with the mailing and Tom Ruggiero will look into it. There was also a request for a link to higher resolution versions of the photos appearing in the Broadaxe. The photos are compressed so that the electronic version of the Broadaxe is small enough to be sent by email. If there is a particular photo a member is interested in, please get in touch with **Larry Friedlander** or **Tom Ruggiero** (whoever took the photo) and they will be happy to send you a higher resolution version of the photo.

Ed Note: the Broadaxe is a collaborative effort. Thanks go out to Larry for the content creation and to everyone else who contributes to the effort. Thanks also to **Steve Maggipinto** for his positive feedback and suggestions.



BOOKS AND PUBLICATIONS



In the past few years, as the preservation and restoration of the Swedish warship *Vasa* neared completion there have been several books written on her history, construction and recovery. The latest is "Vasa, a Swedish warship", written by Fred Hocker who is "currently the director of archaeological and historical research at the *Vasa* Museum in Stockholm where he is engaged in the study of the ship and its history." The book is 212 pages long and shows the *Vasa* in detail with color photographs and well-written text. Modelers looking for a guide to 16th-century ship decoration and construction now have a wonderful and well-authenticated source.

<http://www.amazon.com/Vasa-Swedish-Warship-Frederick-Hocker/dp/9173291013>



WEBSITE & LENDING LIBRARY

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

Missed one of the past issues of the Broadaxe or need to look up a previous article... Did you know that back issues of the Broadaxe dating from 2002 to the present are available online at the club's website.

<http://www.shipmodelsocietyofnewjersey.org/broadaxe-online.php>

Resources Available on the club's website:

SMSNJ Website: Featured Model

<http://www.shipmodelsocietyofnewjersey.org/featured-model.php>

ModelShipWorld.com:

Chuck is also the host of **ModelShipWorld.com**, a wonderful ship model building resource, which will probably include a section for our group build of the pinnacle. Please visit *ModelShipWorld* and if you like it, consider making a contribution towards its upkeep.

<http://modelshipworld.com/>

Lending Library:

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



TECH SESSION

Roy Goroski brought in a DVD entitled "*Weathering German Ship Models*". This DVD demonstrates methods for creating realistic looking plastic models of iron and steel hulled ships. The DVD begins with the airbrushing of the hull, deck and superstructure. The turrets and superstructure are divided into smaller subassemblies,

which are painted individually. The hull is painted an appropriate gray shade. Masking tape is used to establish the water line and then the bottom of the hull is painted red. The DVD then showed the deck being painted a brownish color to represent the wooden deck. After this dried a darker shade was airbrushed on to create definition around the superstructure, which will be glued on later. Painting recessed areas a darker hue and highlighting protruding areas with a lighter hue emphasizes the three dimensionality of the hull. The DVD also showed methods for reproducing the run of the plating, rust and chipping. There was only time to see half of the DVD and we hope Roy will soon bring it back so we can see the remainder.



2 Reviews:

Model Shipwright:

<http://www.modelshipwrights.com/modules.php?op=modload&name=Reviews&file=index&req=showcontent&id=8580>

InScale

AK Weathering German Ship DVD:

<http://inscale.org/public/?p=3028>

Note: both of the reviews give an excellent pictorial breakdown of the DVD

If you have an idea or would be interested in conducting a tech session please contact Chuck.

Chuck will be doing a tech session in September on making rope. He is going to show how to make a 20 foot length of good rope without a \$500 rope walk. Keeping it simple and making superior rope; who wouldn't like that.



AARDVARK WORKSHOP

We want to thank Tony and Sally Alworth for the continuing use of the Aardvark quilt shop (748 Speedwell Ave. next to the Plaza Restaurant). Sally was not feeling well on the day of the last meeting and this caused a delay in the opening of the shop. We are happy to hear that she is feeling better.

The next Aardvark session will be September 21. Please bring something to cover the tabletop and remember to clean up. Thank you!

Aardvark Quilt shop, 48 Speedwell Ave. Morris Plains, New Jersey 07950 [next to the Plaza Restaurant]



THE PINNACE GROUP



The last pinnace group meeting was held at Tom Ruggiero's house and 15 people attended. The group is moving along very well and the next meeting will be held at Tom McGowan's house on September 14.





Tool Time:

Michael Storch brought in a product we may find useful; ceramic grease, which can be used to lubricate bearings in modeling machinery.

Finish Line's Ceramic Grease represents Finish Line's most advanced bearing lubrication technology. Formulated with sub-micron ceramic particles, Teflon® fluoropolymer and premium non-toxic synthetic oils. Guaranteed to optimize the performance and efficiency of bottom brackets, hubs and headset bearings. As bearings become coated with Teflon and ceramic particles, friction and heat is dissipated. Bearings last longer and run quieter and smoother. Prevents rusting even when exposed to salt water! Excellent on stems & posts as well as cables and threaded assemblies.

► [Ceramic Grease Spec Sheet](#)

2oz / 60 g MSRP: \$7.99

1 lb / 450 g MSRP: \$24.99



He also brought in an example of beautiful ironwork in the form of *Tasai* extra thin paring chisels, hand made in Japan, of laminated steel. This is an example of the fusing of a hard steel cutting surface with a soft steel backing to absorb the shock of hammering. The chisels were purchased from Tomohito Iida of *Iida Tools* <http://japantool-iida.com/index.html>. Tomohito is an expert in all things related to Japanese tools; and, he is as nice as they come.

Ed Note: If you are ever in the market for Japanese tools, I very highly recommend *Iida Tools*. ★★★★★





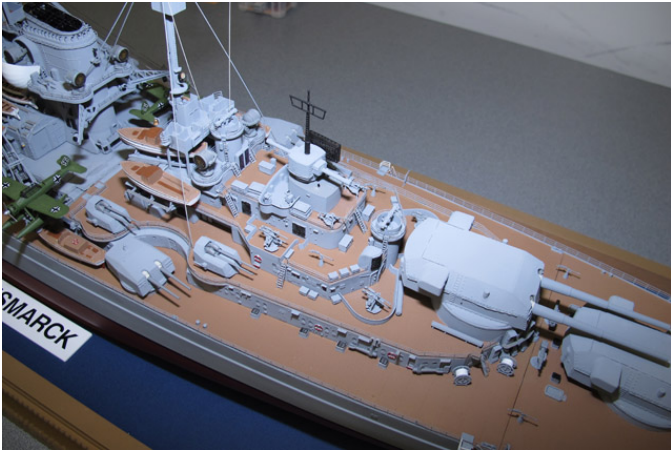
SHOW AND TELL



In the late 1930s the *Bismarck* was the most powerful battleship in the world. The *Bismarck* was 823 feet long, had a breadth of 118 feet and displaced 50,000 tons. She had 15-inch guns with an effective range of 22 miles and a speed of 30 knots.

Ozzie Thalmann again brought in his Trumpeter model of the *Bismarck* in 1/200 scale and demonstrated all its moving parts. Ozzie says it is the best model he has ever built. Everything fits and goes together as intended. As always, he intends to motorize as much of the model as possible. In order to install the necessary motors and linkages, he had to cut the one-piece superstructure into three pieces so that he could have access to the interior. At present 13 switches control a total of 12 motors, which mechanize the rudder, turrets, guns, radar, crane, and catapult. Ozzie has installed LED bulbs where appropriate, some of which will simulate the firing of the main guns. Ozzie uses Japanese motors, which can be assembled using different gear ratios to produce different speeds. Most of the model has been spray-painted but many of the details on the deck were done by hand. Included in the purchase of the kit is a separate model of one of the turrets, which shows the inside construction down to the magazine.

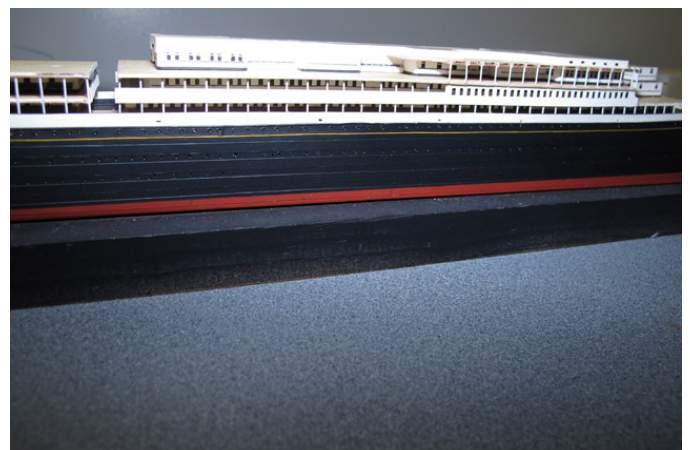
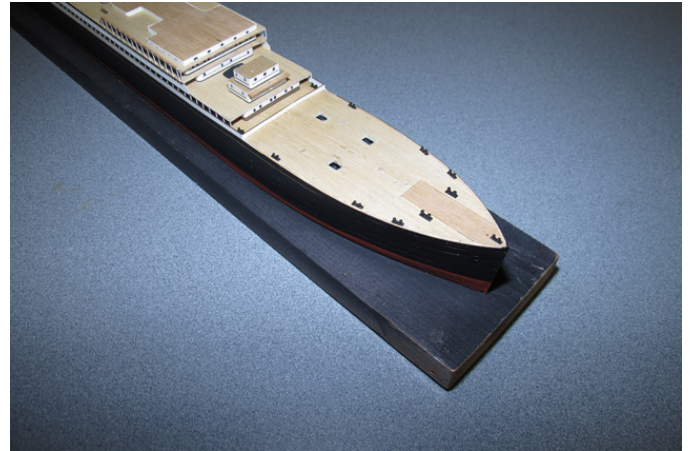




Bob Fivehouse brought in his model of the *Adriatic*, built in 1 inch to 32 feet scale. The prototype was built for the White Star line in 1907, the last of the "big four", meaning that she was, when built, the largest ship afloat as her sister ships had been when they were built. She

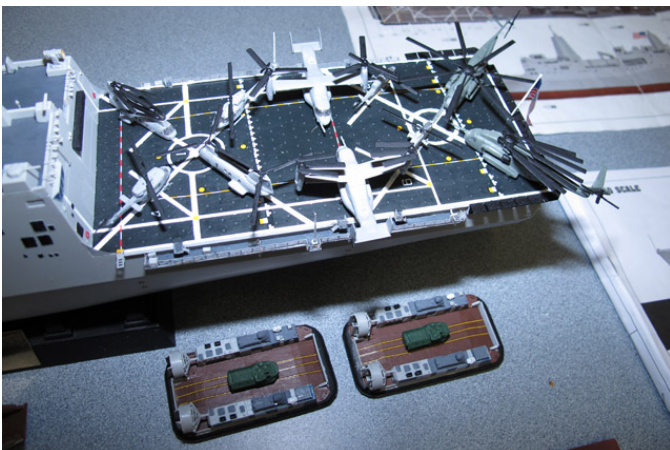
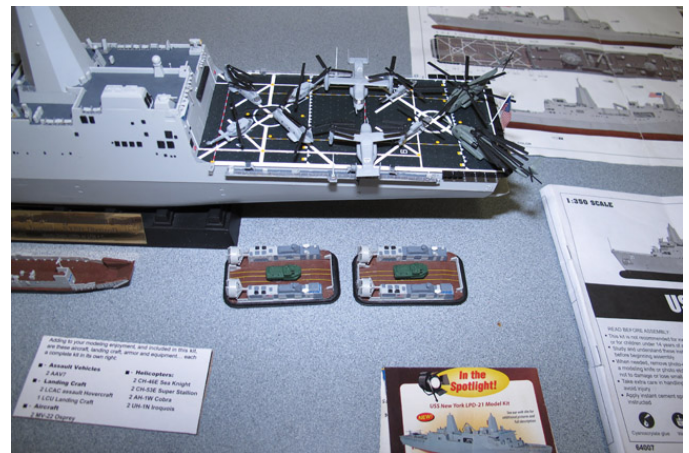
was 724 feet long and 24,000 tons. She was capable of carrying 2500 passengers at a speed of 17 1/2 knots.

Bob has come up with a new technique for producing the ship's name and flags. He uses his computer to generate the required graphic and then takes glassine (the very thin paper in which stamp collections might be stored) tapes it to a sheet of backing paper and runs it through his printer. The hull plating is simulated by tracing paper. The portholes are drilled out and the glazing is recreated through the use of gum Arabic.





Don Otis again brought in his USS *New York* (LPD-21, Landing platform dock), the fifth *San Antonio*-class amphibious transport dock. She is the seventh ship of the United States Navy to be named after the state of New York. *New York* has a crew of 360, and can also carry up to 688 Marines. The ship is notable for using seven tons of steel salvaged from the World Trade Center after it was destroyed in the September 11 attacks. Don is building a model of this ship for his son-in-law's father, a retired NYPD officer. Don is very pleased with the kit. Like the Trumpeter kit mentioned before, the fit of this model is excellent. All the little detail pieces were painted before gluing them in their proper places and subassemblies were put together and finished before adding them to the hull. Included in the kit are two hydrofoils and an amphibious tank, two Osprey, two Super Stallion, two Iroquois, two Cobra and two Sea Knight helicopters. Don had a little trouble with the decals on the landing deck. Happily the helicopters cover them. Don is getting his display case made by Patrick Murphy at the Victory frame shop in Lafayette, New Jersey.





Tom Ruggiero is continuing to work on his pinnacle. He has completely planked the hull. The red Floquil paint that he has been using produced a glossy finish, which Tom has covered with matte Krylon spray. Tom hopes to have his model finished by the end of the year.

Tom also brought in his ongoing project, *HMS Liverpool*, built in 1757, a 28 gun frigate. The *Liverpool* was on the American station during the Revolutionary war, among other things bringing off the governor of Virginia from Williamsburg. She sank in a storm in 1778 in Long Island sound. Tom was stymied by the discrepancy between the “builders plans” as presented in Model Shipwright, and the as-built reality which had features, such as the pumps and galley, one deck higher. Using information he found in the Annapolis Museum and photos of the model of *HMS Guadalupe* in the Maritime Museum collection, Tom has reconciled the discrepancies and feels free to continue working on his model.



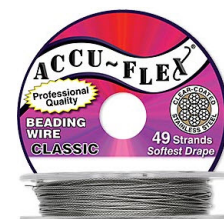


Whoever said that ship modelers don't have "STYLE"!



The *Swan 42* (2005) is the latest "one design" racing yacht specified by the New York Yacht Club with a length of 42 feet and a breadth of 16 feet. There have been more than 50 built to race against each other, at an average cost of \$5 million apiece. Every Swan class racer must be built to the exact specifications listed in the plans using the materials and equipment specified. This is done to emphasize handling and tactics as opposed to yacht design. The yachts are built by Norfords in Norway. **Dan Pariser** has built a 1 to 32-scale model for the New York yacht club, which will be placed in a vitrine with models of all the previous "one design" yachts. The vitrine is in the model room of the New York Yacht Club where models of the previous champions and challengers in the Americas Cup are displayed. The building of this model involved dealing with complexities such as the metal railing around the bow and stern, which Dan re-created by using hollow brass tube, bent, pinned together with brass rod, soldered, and then electroplated in chrome. Dan used photographs of an actual boat to insure accuracy. The lacing between the rails is made of fly tying line. Dan also had to produce a mirror finish on the hull. The blocks and other fittings had to be made of metal. Every detail of the prototype has been reproduced, down to the gray, nonstick sheets on the deck. He used "Accu-flex beading wire" to re-create the yacht's rigging. It comes in many diameters down to seven thousandths of an inch and can be ordered online.

<http://www.accuflexwire.com/>







The meeting was adjourned at 9:15

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 **Chuck Passaro** and **Ollie Ericksen**.

Your ideas and suggestions are always welcome in the Broadaxe. Please submit them to **Larry Friedlander**.

If any member would like an email copy of the roster please drop a note to **Larry Friedlander** at the email address listed at the end of the Broadaxe. If there is an error on the roster let Larry know and the roster will be amended. Please make sure that your spam filter is not blocking emails from **Chuck Passaro** because if it is, you won't get the Broadaxe and member bulletins. You can eliminate the filtering by adding Chuck Passaro's email address to your contact list. Please keep the secretary informed of any changes so that the roster can be kept current. If you would like a printed copy of the roster please send a SASE to the secretary (address at the end of the Broadaxe) and one will be mailed to you. Rosters are also available at the monthly meetings.

Direct All Correspondence To:

BROADAXE EDITOR

Michael Storch, 115 Virginia Ave., Clifton, NJ 07012
(973) 472-3232
E-mail: mstorch@stro.com

OFFICERS

PRESIDENT:

Tom Ruggiero 54 Peach Orchard Drive,
East Brunswick, NJ 08816
(732) 257-6063
Email: Ruggierotp@aol.com
Trugs@comcast.net

VICE PRESIDENT:

Chuck Passaro
E-mail: cpassaro@verizon.net

TREASURER:

Ken Schuetz 34 Oak Drive, Roseland, NJ 07068
(973) 226-9004
E-mail: knschuetz@verizon.net

SECRETARY:

Larry Friedlander 112 Holiday Lane,
Rivervale, NJ 07675
(201) 666-6984
E-mail: Twomai@gmail.com

WEBMASTER:

Chuck Passaro
E-mail: cpassaro@verizon.net

Ship Model Society of New Jersey

Featured Model

From time to time we will feature a special ship model built by one of our members or from around the world. You will find additional photos and a detailed article about it. Please visit this page often as we will add new models regularly. If you would like to add a featured model to this page please contact our [web master](#).

The Nautical Research Guild [NRG]

The Nautical Research Guild [NRG] will hold their 2013 NRG Conference in Charleston, SC from October 16th - 20th. Details about the event are on their website, <http://www.thenrg.org/2013-nrg-charleston-conference-details.php>.

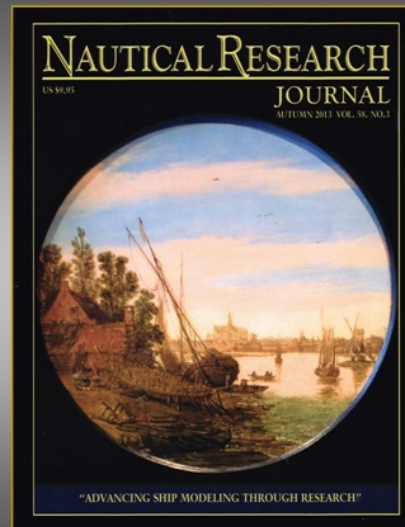
Still not a member?

Our new 80-page Journal has more model ship articles than ever!

The annual cost of membership remains at \$38 US, and \$50 for all other countries. Visit our website at www.theNRG.org for more information.



THE NAUTICAL RESEARCH GUILD
“Advancing Ship Modeling Through Research”



Stan Sinowitz of the *Fiddlers Green Model Ships* is looking for model restorers. If you are interested, please contact Stan at FiddlersGreenModelShips@hotmail.com; or by telephone, at 201-342-1220; or by the US Postal Service at: 245 Prospect Ave. Suite 19B, Hackensack, NJ 07601, USA

Fiddlers Green Model Ships Website: <http://www.FiddlersGreenModelShips.com>

Chuck Passaro is turning his avocation into a new web based business named the *Syren Ship Model Fittings and Supplies*. The *Syren Ship Model Company* supplies the finest scale ship model fittings, boxwood rigging blocks and turned brass cannon to the most demanding of ship modelers.

<http://www.syrenshipmodelcompany.com/>

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Newsletter Editor
Michael Storch
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NEXT MEETING:

September 24, 2013

MILLBURN PUBLIC
LIBRARY

Tech Session: Chuck will be
doing a session on making a
20 foot length of good rope
without a \$500 rope walk

A Rare Historical Photo



A boxing match on board the USS Oregon in 1897