

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



Volume 31, Number 11

November, 2013

**MINUTES OF THE REGULAR MEETING
October 22, 2013**

The meeting was called to order by club president **Tom Ruggiero** at 7:05. There were 18 members and one guest, **Don Hall**, in attendance.

Treasurer's Report

Our secretary, **Ken Schuetz**, reported that our financial transactions continue to fly below the IRS radar and that our inflow and outflow remain in balance. Though not affluent we remain solvent. Sadly we have had to remove from our roster a few members who have not paid their dues. We continue to hope that they will rejoin us.



OLD BUSINESS

Tom Ruggiero was very generous with his praise of the Broadaxe. The secretary and the editor are pleased that their efforts are appreciated. Tom noted that there are several other clubs also producing high-quality newsletters and that thanks to the Internet many of these are available online. Model Shipworld has links to many of the club sites.

Jeff Fuglestad asked if it would be possible to separate the pictures from the text in the Broadaxe so that it would be easier to print the text without using ink for the color pictures. Most club members read the Broadaxe online and never print it. **Tom Ruggiero** pointed out that it's possible to print the Broadaxe in black and white which is a lot cheaper and **Chuck Passaro** noted that separating the pictures from the text reduces the aesthetic appeal of the Broadaxe and makes it less convenient for the readers who would then have to flip pages between the text and the pictures at the end. If anyone needs just the text version of the Broadaxe the secretary will be happy to send him via email the unedited pre-Broadaxe copy of the text.



NEW BUSINESS

Tom Ruggiero asked for volunteers to chair committees, which will deal with upcoming events and obligations. Among them will be our spring luncheon at Bahrs Restaurant, the Jim Roberts award judging and the setting up of a model show. **Roy Goroski** will take a look at the Patterson Museum and the Lambert Castle and **Jim Lavelle** has contacted Caldwell College. **Tom Ruggiero** will contact the East Brunswick library and the Morris Library. **Larry Friedlander** suggested that we put on a one-day demonstration/exhibit of our work where we can interact with the passersby and hopefully attract interest and new members.

Pat Leaf, the president of the Philadelphia club, has been in contact with our club in an effort to determine if we are interested in setting up a new annual club get-together, similar to the joint clubs conference in April, with the mid Atlantic ship clubs. The Annapolis club and the Philadelphia club had a get together in Philadelphia. We're going to have a joint meeting with the Annapolis club in March or April. The Annapolis club meets in Preble Hall. On the chosen Saturday we will drive down to Annapolis, sit in on their meeting, and have a short tour of the museum. The mid-Atlantic meeting would have to be a group effort, involving several clubs. This is not intended to replace the joint clubs conference and would probably have to occur sometime in the early fall.

Jim Lavelle is looking into the possibility of arranging for an Admiralty workshop to be given in the central New Jersey area. Holding it in this area would lower the total cost of the workshop because we wouldn't have to arrange for hotel rooms, transportation and three meals a day. Eight members of our club have attended various Admiralty workshops. If those previous attendees plus a few more members signed up for this proposed workshop, there would be a sufficient number to justify the effort for Greg Herbert and David Antscherl.

One of the advantages of arranging for this workshop would be that we could specify a range of subjects to be taught by David and Greg. Please email Jim (cc Tom) if you want to attend and indicate in what subjects you might be interested.



A moment of silence was observed in memory of **Robert L Brehm**, a former club member. Bob's wife, Lyle asked if some members of the club would be willing to go into their house to assess and dispose of Bob's large selection of tools and kits. Several members have volunteered and this is an ongoing process. Hopefully many of these

tools will be made available for sale to the membership before being offered to the wider public.



BOOKS AND PUBLICATIONS

“Show and Tell” forms and “Books and Publications” forms are also available on the website and members are encouraged to fill those out before they come to meetings.



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>

Model Ship World Links to other club's newsletters

<http://www.shipmodelsocietyofnewjersey.org/important-links.php>

Resources Available on the club's website:

Club Library - The Ship Model Society of New Jersey

<http://www.shipmodelsocietyofnewjersey.org/important-links.php>

Lending Library:

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

ModelShipWorld.com:

<http://modelshipworld.com/>



TECH SESSION

The tech session for November was given by **Chuck Passaro**. He showed 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.



One of the hardest effects to achieve on a model ship is rigging done to scale. Not only must the rope be of the proper diameter, it must also simulate the multiple strands of real rope. One way to achieve effective scale rigging is to use properly laid miniature rope. **Chuck Passaro** showed us how to create and use a model scale ropewalk. Chuck starts out with a modified Model Shipways ropewalk. At both ends he adds brass tubes, acting as bushings to lessen the rotational friction and replaces the handle with screws and washers so it can be turned with an electric drill. He begins by positioning the ends of the ropewalk approximately 26 feet apart. Then he ties three strands of Irish linen/cotton thread between

them, striving to keep the tension equal for all three strands. The process begins by twisting the three individual strands so that each has the right amount of internal tension. Chuck determined this amount through trial and error and can now judge the tension by how many seconds the threads are twisted and how much shorter they become. The twisting is done with a power drill fitted to the central bearing. A clamp to a table secures the other end of the ropewalk. The near, powered, end is held on the table by Chuck's free hand and is allowed to slide as the threads shorten. When the proper tension has been achieved, this end of the ropewalk is clamped to the table and Chuck goes to the other end. At this end Chuck again uses a power drill to spin the ropewalk but this time they are spun in the opposite direction and with the gears engaged so that the strands come together. Chuck begins the second stage of the winding process by hand because using the power drill does not allow the rope time to lay up properly. When the laying up is correctly underway Chuck uses a power drill to speed it along. At first, the ends of the ropewalk actually move farther apart; but then as the strands tighten up, Chuck allows the ropewalk to slowly approach the stationary end. To be successful, the tension of the individual strands must be matched by the reverse tension of the combined strands. When the lay of the rope has become almost perpendicular to its length Chuck knows that the tensions have been balanced and the rope is formed. On light colored ropes Chuck applies a light coat of beeswax. Darker ropes are run quickly through a candle flame, which removes the fuzz and darkens the rope slightly. The next step is to "harden" the rope. Giving the rope a light tug, which pulls the fibers together and allows the rope to lie naturally, does this. Out of a natural sense of caution Chuck ties a knot in each end of the rope, but if the rope is properly made this is really not necessary.







Voilà...



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



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). The next Aardvark session will be held December 28. Please bring something to cover the tabletop and remember to clean up. Thank you!



THE PINNANCE GROUP

Written by Roy Goroski

The Pinnacle Group met at Chuck Passaro's house on Saturday, November 23. The meeting was attended by Tom McGowan, Jim Lavelle, Daniel Caramagno, and his son Alex, Tom Ruggiero, Michael Storch, Barry Rudd, Bill Houston, Rich LaRue, Chuck Passaro and Roy Goroski. Several participants brought in their works in progress and discussed the difficulties encountered and the solutions attempted.



A large portion of the meeting was devoted to Chuck's demonstration of his painting technique. Chuck doesn't use expensive brushes because painting on wood is hard on the bristles. Using an inexpensive brush can produce the same result and save a lot of money. When choosing a brush, squeeze the bristles with your fingers and pull, no bristles should come loose. When the brush has been cleaned and the bristles are still wet, they should settle back into a point without reshaping.

Chuck begins by preparing the surface. He sands the wood with 220 grit sandpaper and then follows that with 320 grit sandpaper. This produces a really smooth finish. The wood should then be wiped with a very slightly moist "tack" cloth to remove any remaining dust.



Chuck squeezes acrylic paint out of the tube and onto a palette. He then adds a few drops of water to the paint. Combining the water and paint with his brush allows him to thin it out. Chuck is striving to achieve a consistency that allows the paint to flow smoothly off the brush.



Up to 40 coats of very thin paint may be required. Red paint in particular may be problematic because thin coats trend to look blotchy until many coats have been applied. After every few coats of paint Chuck sands the surface to remove any paint buildup and to smooth the surface where it is rough to the touch. He then applies the next few coats, repeating this process as often as necessary. Many thin coats produce better overall coverage and a fine finish.

Parts can be glued to the painted surface. Place glue where a part will go, attach the part, and then using a clean brush dipped in water, wipes away any excess

glue. After the surface is dry, paint over one last time with thinned paint and let dry.



Finally, Chuck showed us how he uses a brush that has developed a curled tip. The tip can be either trimmed off so that it again has a point or it can be used to paint an area that is inaccessible. Chuck uses this curl to paint behind a part or an obstruction. It was surprising to see how a straight line can be painted freehand using a misshapen brush.



We all had a great time and a lot of fun. There was plenty of coffee, doughnuts and other pastries. Those of us who came with problems, left with solutions.

Sources for acrylic paint:

<http://www.dickblick.com/categories/acrylics/#artistprofessionalacrylics>

<http://www.michaels.com/on/demandware.store/Sites-Michaels-Site/default/Search-AdvancedSearch?cgid=projects-artsupplies-canvasandpainting&q=acrylic%20paint>

The date of the next Pinnacle Group meeting has not been determined yet.



SHOW AND TELL



About four months ago **Ken Pomplun** brought in a "novelty ship" that needed a great deal of restoration. **Hans Gottschalk** took on the task. One of the features of this novelty ship is a pair of sockets for light bulbs that are meant to illuminate it. Many years ago someone else tried to restore it and in the process glued everything so thoroughly together that Hans had to basically demolish the hull to put in new light fixtures. While he was on the West Coast he met a fellow modeler who gave him some helpful tips on refurbishing the ship. Hans cleaned the sails, painted them with waterproof paint and reattached them to the spars with copper wire so that future cleaning will not harm them. Hans reassembled the hull with brass screws so that it can be disassembled when the bulbs need to be replaced and then put back together. Two coats of new paint and three months of effort produced a very attractive restoration.





From the Model Expo web site: “Model Shipways' kit of the Revolutionary War brig *Fair American* is based on Model No. 60 in the Henry Huddleston Rogers ship model collection at the U.S. Naval Academy Museum, Annapolis, Maryland...Due to the number of vessels named *Fair American* which participated in the Revolution and the amount of conflicting data pertaining to these names, it is virtually impossible at this time to identify the *Fair American* which the Rogers model represents. A brig of that name which closely resembles the model participated in the General Monk - Hyder Ally engagement of April 1782. A painting by Vemey of this action is in the Naval Academy Museum and the resemblance between the brig depicted and the Rogers model is close, but not conclusively so... At the time of that engagement, the brig was under English colors, having been captured from the revolutionaries a year or two previously. She was retaken by the Americans in the course of pursuing the *Hyder Ally's* convoy up the Delaware when she ran aground.”

Ray Vernon and **Chuck Bergman** brought in their *Fair American* models.



Ray has spent a year working on his model and found it a difficult, awkward kit to get straightened out. He added the skylight, ship's boat, rebuilt the capstan, and built pumps from scratch. The rigging plan was very difficult to decipher so Ray decided to use the rigging plan from the *Syren*, a similar ship, as a model for the *Fair American*.



Fair American model number two is the second model built by **Chuck Bergman** after building the *Lady Nelson* and he too found it quite challenging. He had to reconfigure the bulwarks and is struggling with the head rails. Chuck has been working on his model for 6 or 7 months. It was very interesting to see two interpretations of the same model side-by-side.



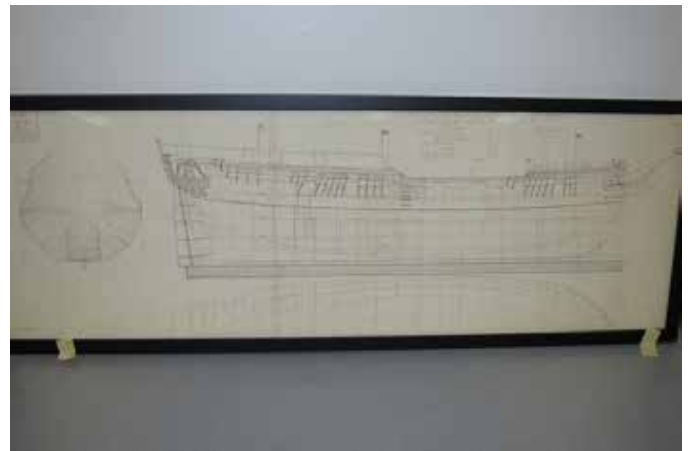


In the January–February issue of *Ships in Scale* magazine, **Steven Fletcher** came across an article about the *USS Eastport*, a civil war ironclad. *USS Eastport* (1862), was a partially completed ironclad, captured from the Confederates on 7 February 1862, mainly used in supply duties and then scuttled on 26 April 1864. Her remains have recently been discovered but she has not been restored. Stephen enjoys the challenge posed in interpreting the limited plans and instructions presented in a magazine article. This article, by Edward D. Parent, gave instructions for building the model in 1/240 scale. Steven's model is totally scratch built. The deck is 1/32nd inch lines printed on manila folder paper. The rigging is 6/0 surgical silk that conveniently comes attached to surgical needles, which can be forced through the spars and then glued in place. Reproducing the Civil War era flags in the proper scale was a problem solved by using commercial copiers at the hospital.





The National Maritime Museum is a wonderful source for authentic plans. **Jim Lavelle** brought in a print of the plans of *HMS echo*, which he purchased from the museum in Greenwich, England. The *Echo* was built by M. J. Barton at Liverpool. The ship was launched on October 10, 1702. The print shows the body plan on the left and the sheer plan on the right. It is done in three colors, black for major hull fittings, major construction elements and ornamentation; red for major interior details such as decks, ladders, shot locker and mast steps and green, which shows waterlines. Jim bought these plans because he is working on the Admiralty workshop *Echo* cross-section. The plan cost 65 pounds. Jim plans to set his completed, cased model in front of this framed plan.





TOOL TIME

If you have an oscillating spindle sander, and have ever had trouble get the sanding sleeves off of the spindles, try rubbing a little baby powder on the spindle. The sleeve won't move during sanding, but should come right off the spindle when it is time to change the sleeve. This tool tidbit comes directly from Jet Tools tech support.



CANDID SHOTS



The next club meeting is **December 17** at **7:00 o'clock**. We will be holding our annual white elephant auction and look forward to seeing the results of your closet clearing efforts. Please have a minimum price established for each item so that the auctioneer knows where to begin the bidding. **Chuck Passaro** will try to have an auction form available on our website so that it can be prepared before the auction.

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.

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.

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NEXT MEETING:

December 17, 2013

MILLBURN PUBLIC LIBRARY

It's that time of year again
The SMSNJ White Elephant Sale



Ahoy there fellow ship modelers!

As was announced at the November meeting, the SMS-NJ is looking to have David Antscherl & Greg Herbert of **Admiralty Models** come to New Jersey to give us a custom tailored workshop! Greg has already agreed in principle and the cost would be only \$275 which represents a savings to us of at least 50% over the cost of attending one of their workshops where travel, hotels and restaurants are involved.

To make this happen **we need to guarantee them between 10 and 12 attendees**. More than that and the group is too large for real hands on attention from Greg and David, less than that and it isn't worth their while. At any given workshop SMS-NJ members usually make up about half the attendees so getting 10 shouldn't be too much trouble. Since we don't want to go over 12 and we need to give them a deposit the first 12 who sign up and commit to a \$100 deposit will be those who get to attend.

There are a few details that we need to work out first. We need to find out if there is enough interest from the members. We need to figure out when to schedule this. We also need to give them a list of topics we would want to cover so that they can prepare. This is where this email is leading. If you are not interested in attending a workshop of this nature you can stop reading this now and go grab yourself a cup of coffee. ***If you ARE interested continue reading.***

Run don't walk to your nearest phone or computer and contact Jim Lavelle at Jim@JMLavelle.com or by phone **973-492-9407** to let him know that you are seriously interested. This will give us a good indication as to how many people we can expect to sign up.

After you make that call or send that email start to think about what **YOU** would like to see covered. This is very important; this workshop is NOT geared to scratch builders. The lessons I learned at the Echo cross section have been very helpful to me as I build my Model Expo kit of the Bluenose. As an example of what we could have think of rigging. Virtually all of our models have rigging of one sort or another whether we are kit builders, kit bashers or scratch builders. This is a rare opportunity for our club to get some acknowledged craftsmen to come to us and not charge any more than if we had travelled to them.

To avoid running into summer vacations and the joint clubs meeting I am thinking a weekend anywhere from mid-May to late June. If you are seriously interested and know of any dates that WON'T work for you please speak up early so that we can nail a weekend down soon.

Our goal is to have a firm commitment from no more than 12 members by the time we get together for the December meeting which is just under 2 weeks away.

Summary:

If you would like to attend a **customized workshop** by **Admiralty Models** without having to travel to Baltimore or Canada and spend only **\$275** in the process you need to act fast. Contact Jim Lavelle ASAP. Additional details will be forthcoming.