

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



Volume 31, Number 10

October, 2013

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

Pres. **Tom Ruggiero** rang the big brass bell at 7 o'clock and the meeting was called to order. There were 25 members and one guest, **Les Berkeley**, present. Just to clarify, the club meeting is held on the **fourth (4<sup>th</sup>)** Tuesday of every month (not the last Tuesday) except December when the day is changed the third Tuesday to avoid conflict with the holidays. This was brought up because some members expressed the fear that people would show up on October 29 and be disappointed to find that there was no one there.

**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 find ourselves more solvent than Lehman Bros. Again, dues were payable in July. If you don't attend the meeting please mail your dues to Ken whose address is at the end of the Broadaxe. Ken supplied a list of members who have not paid their dues to Tom who sent emails to each of them. Hopefully they will respond and sign on for another year but those who don't will be taken off the mailing list.  
**PLEASE PAY YOUR DUES!**



**OLD BUSINESS**

We thank **Michael Storch** and **Tom McGowan** for their production of the Broadaxe. **Chuck Passaro** has included links to the newsletters of other clubs on our website. One of the advantages of the ease of communications is that clubs no longer operate in total isolation.

We again thank **Roy Goroski** for bringing in his DVD on weathering modern ships and presenting it as our text session.

Ken had an opportunity to visit with **Ollie Eriksen** at his company. Ollie sends his regards to all the members and hopes to visit with us again soon. There has been some miscommunication, which has resulted in hard copies of the Broadaxe not being sent out to those members who don't get their copies by e-mail. **Chuck Passaro** has undertaken to straighten this out or make other arrangements.



**NEW BUSINESS**

The NRG held its annual conference in Charleston, South Carolina between October 16 and 20th. Club vice-president **Chuck Passaro** is a member of the board. There were several very good presentations; Fred Hocker, research leader of the *Vasa* restoration gave a talk detailing the construction of the ship. Interesting details; *Vasa's* lower planking was constructed first and then frames were built inside the plank, there were two teams of builders, one from Sweden and one from the Netherlands, because there were no plans for the ship the two sides were slightly different. Dr. Anna Holloway, head of the Monitor project at the Mariners Museum, gave a very good talk. In the process of tunnel excavation for a subway across the Bosphorus (from European Istanbul to Asiatic Istanbul) workers came across the ruins of several Byzantine ships. The study of these remnants was the subject of another interesting presentation. Ed Tosti talked about computer-aided drafting and how that contributed to building a model of the *Naiad*. Joe Lombardi, a ship surveyor, is doing reconstruction work on the battle ship *Texas* which is down at San Jacinto. The *Texas* is in bad shape and is close to sinking. Michael Wall, owner of American Marine Model Gallery, gave a talk about Donald McNarry. Conference attendees went on several tours visiting among other sites, Fort Sumter and several ships of historical importance, such as the *Yorktown* and a reconstruction of the Confederate submarine *Hunley*.

**Larry Friedlander** brought in an advertisement from the Mariners Museum in Virginia. It was titled "the Battle of the Beers" and featured "Brews from Brooklyn to Birmingham". One assumes that this was done in order to increase attendance at the Museum but it is a struggle to find how this meshes with the museum's mission to inform and educate. It is distressing to realize how embattled museums are.

It has been almost 3 years since we did our last public exhibition. Anyone interested should look around and think about a venue where we might put on a display of our ship models. **Ray Goroski** will inquire at Lambert Castle. What we require is a secure location where models can be left for up to a month. Libraries seem to be the most likely sites.

It is with deep regret that we note the passing of **Ozzie Thalmann's** son Wayne, 52, who died suddenly early in October. The loss of a child is especially bitter and we join with Ozzie in his grief.

We also note with sadness the passing of **Bob Brehm**, 86, a longtime member of the club. Bob was the quiet type but a very nice guy and, as the obit in the Ledger notes, quite successful – had a master's degree in engineering and worked for Exxon for many years.

<http://obits.nj.com/obituaries/starledger/obituary.aspx?n=robert-l-brehm-bob&pid=167906965>

After the break we realized that our guest, **Jerry Mann**, had attended three meetings and we therefore invited him to join the membership, which he graciously did. Welcome aboard!



## BOOKS AND PUBLICATIONS

**Chuck Passaro** brought in two volumes published by Sea Watch Books. The first is the *Naiad Frigate (38) 1797 Volume 2* by Ed Tosti. This book covers building interior details including detailed magazine, orlop deck and cabins. "The volume is heavily illustrated with 771 photos showing construction progress and the use of tools and jigs. There are a large number of drawings and diagrams as well. The book ends with 14 pages of color pictures of the model. There are nine additional detailed plans and a CD containing tables, templates, and patterns". Chuck also brought in a copy of the book

"*Message in a Model: Stories from the Marine model room of the Rijkmuseum* by Ab Hoving." "In this book Ab has selected 54 subjects out of the hundreds in the museum collection to tell about in words and pictures. For 29 years Ab Hoving was the head ship model builder and restorer at the Museum and in this book he tells the stories and histories behind each of the selected models. Both books are available from Sea Watch Books.

*Naiad Frigate (38) 1797 Volume 2*

<http://www.seawatchbooks.com/113006>

*Message in a Model: Stories from the Marine model room of the Rijkmuseum*

<http://www.seawatchbooks.com/113004>



## 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 will be using the ropewalk, given by **Chuck Passaro**. 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.

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



### AARDVARK WORKSHOP

As always 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). These sessions are always enjoyable because they provide an opportunity to work on our projects and interact in an informal setting. At this meeting **Françoise Lachelier** and **Roy Goroski** were working on their models of the pinnace and Tony was working on a model of a Cape Cod catboat for his daughter.

The next Aardvark session will be November 30th. Please bring something to cover the tabletop and remember to clean up. Thank you!



### THE PINNANCE GROUP

There was no meeting of the Pinnace Group this month because of the Admiralty workshop and the NRG conference.

The date of the next meeting is November 23<sup>rd</sup> at **Barry Rudd's** house. Barry Rudd's address will be forwarded to the membership via email.



### Tool Time

When he was at the Admiralty workshop, **Larry Friedlander** noticed that several participants were using

a better version of the third hand tool. A glance at the bottom of the device showed that it was sold by GRS tools. GRS sells two versions of this, one with three pivot points and the other with two pivot points, both with a 6 inch solder board base. The tool is solidly made and provides better gripping surfaces and a more stable platform than the alligator clips found on the less-expensive models. A few GRS catalogs will be available at the next meeting.

<http://www.grstools.com/for-jewelry-work/third-hands-and-soldering-stations/third-hand-with-soldering-station.html>



### SHOW AND TELL

#### “Bring a Model Night”

The fruits of SMSNJ member's labors

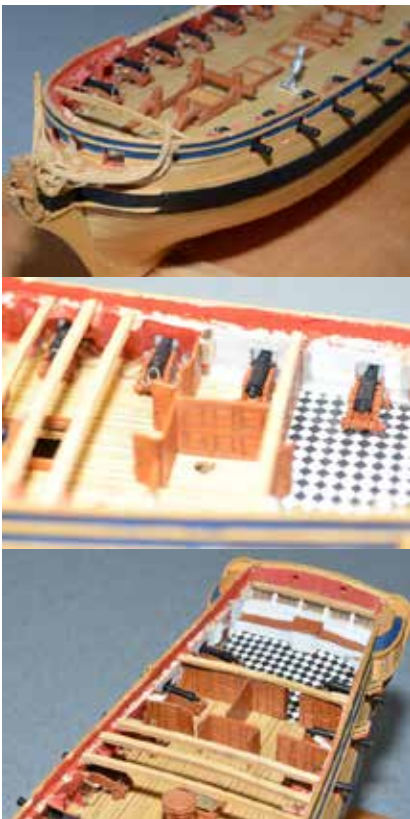


Don Otis's 18<sup>th</sup> Century Longboat





**Tom Ruggiero** 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 builder's 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 inserted and glued the partitions setting off the captain's cabin and wardroom.



**Bob Fivehouse** is working on the White Star liner *Republic* following a set of plans that he drafted himself in 1987. Bob's model is built to the scale of 1-inch equals 32 feet. She was built in 1903 as the *Columbus* for the Dominion line but was sold three years later to the White Star line. She sank in 1909 in a heavy fog, rammed in the side by an Italian liner. She was the first ship at sea to use radio to call for help.



All the passengers and crew, except those 4-6 killed in the initial collision, were saved by ships coming out of New York Harbor in response to the message of distress. She was the biggest ship to sink before the *Titanic*. Bob suggested that this successful lifesaving effort might have inadvertently caused the great loss of life in the sinking of the *Titanic*. The builders of the *Titanic* may have thought that the lifeboats she carried would be



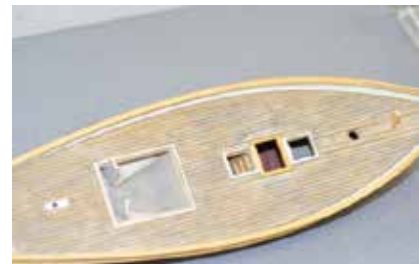
sufficient to transfer passengers from a slowly sinking ship to those called by radio in the event of an accident.



**Don Otis** brought in two of the eight models he has built for friends and relatives this year. One is the last of three models he has built of the *Mayflower* replica completed in 1956. He is going to give it to his granddaughter and do a "show and tell" presentation at her school. The other is a completed model of the 18<sup>th</sup> Century Longboat. Don's next model is the Sergal kit of the *Vasa*.



**Roy Goroski** brought in his model of the *Emma C Berry*, a sloop rigged, well smack fishing boat. The Mystic Seaport website says "One of the oldest surviving commercial vessels in America, the *Emma C. Berry* slid down the ways in June 1866 into the Mystic River at Noank, two miles south of Mystic at the mouth of the river. Built at the R & J Palmer Shipyard by James A. Latham, the *Berry* was designed to the specifications of a Noank "smack" .... The vessel was equipped with a well for storage of the catch, the well-being a truncated pyramidal construction amidships into which water flowed through numerous holes in the bottom hull planking, keeping the catch alive for delivery to the markets. *Berry* named the smack for his daughter."



The Model Shipway kit plans and instructions were done by Ben Lankford. Roy started working on his model in

June 1999 as a group project with the advice and guidance of **Jim Roberts**. The model is plank on frame with some planking left off to show the construction of the hull and the fish well. Roy used ebony wood filler to simulate the caulking of the deck. Next up will be finishing the deckhouse, painting and then rigging. Roy is happy with the kit's high fidelity to realism and the plans and instructions, which were good for their time.



A pinnace is a ship's longboat used to transport officers and crew between ship and shore. **Barry Rudd** brought in his completed pinnace model built from the kit designed by **Chuck Passaro**. Barry built his model while he was in Florida, following the instructions without alteration and using only a Dremel moto-tool and hand tools. Barry did not edge bend the hull planks but spiled them to the proper shape. Barry used a heavy piece of wire to replicate the tiller handle. While admitting that there might be some minor discrepancies between the plans and his model, Barry is happy with the process and the results.

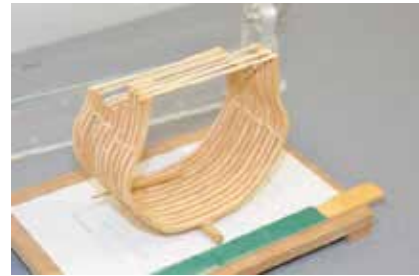


**Tom Ruggiero's** rendition of the "group build pinnace".





*HMS Echo*, a 16-gun sloop was built in 1782 by Barton of Liverpool. She was 101 1/2 feet long, 27 1/2 feet wide and 342 tons builders' measurement. She was armed with 16 six-pounder guns and 8 twelve-pounder carronades. After 15 years of service she was broken up in 1797 at the Cape of Good Hope. **Jim Lavelle** is building a cross-section of the *Echo* using the techniques taught by David Antscherl and Greg Herbert. The model is being built of Costello boxwood, with all joints trunneled, in 1:48 scale. Since he brought his model in last time Jim has added spacer blocks between the frames which makes the model better able to withstand handling. Jim found that using paint stirrers with sandpaper glued on, which are longer than standard sanding sticks, solved the problem of breaking the frames when the end of the sander caught on them. Jim built a gauge of laminated and stepped 1/32nd thick boxwood pieces to measure the increasing space between frames as they rise from the keel. Jim has found that Titebond 3 works better for him than Titebond 2 and that it's better to cut in the gun ports as the frames are being built rather than waiting until later. Still to do; planking the inside and outside of one half of the hull, building a deck, adding a shot locker and building a step for the mast.



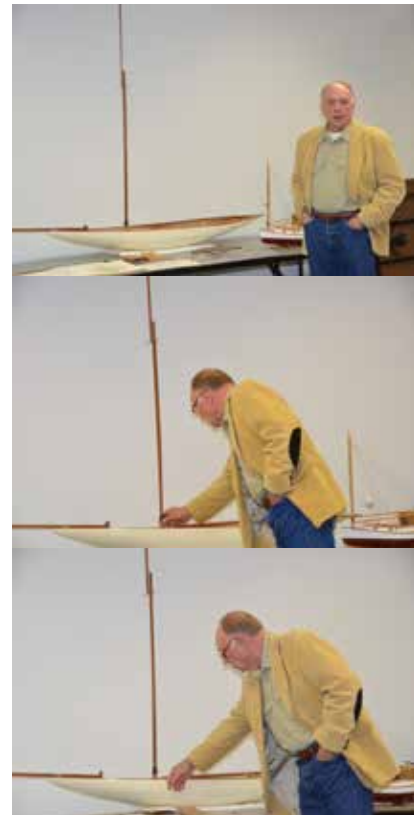


**Ed Marrie** is building Bluejackets 1/8 inch to the foot scale version of the *America*. The kit is 17 1/2 inches long overall and has precut mahogany frames rather than bulkheads. Ed finished the kit in less than two months, including the time it took to repair the frames, every one of which broke. Ed replaced the scored decking with individual planks.

The yacht *America* was launched in 1851, with the specific purpose of racing English yachts and showing off American shipbuilding skills. On August 22, 1851, the Royal yacht squadron held their final race, 53 miles around the Isle of Wight. Usually a member's only race, with the winners' cup donated by Queen Victoria, a special provision was made to "open (the race) to all nations". After *America's* victory, the cup was renamed "the America's Cup" which title it has retained to the present. After the race the *America* passed through many hands, some more careful than others. She ended her days at the US Naval Academy in Annapolis. "On March 29, 1942, during a heavy snowstorm, the shed where *America* was stored collapsed. Three years later, in 1945, the remains of the shed and the ship were finally scrapped and burnt." (Wikipedia).



About 20 years ago **Jeff Fuglestad** and his wife were traveling through Maine when he noticed an ad for a pond model of the *Defender*, winner of the America's cup. Never one to pass up a restoration project, Jeff bought it and put it aside till now. The 5 foot long model was probably built in the 1910s or 20s. The hull is of bread-and-butter construction, which was then hollowed out with a chisel. The deck is made in three pieces of 1/8-inch thick wood. Jeff replaced the deck with Midwest plywood and then planked over that with 1/8-inch thick mahogany. The mast, rudder and fittings are original. Jeff replicated the chain plates with brass pieces he cut out and has set up the rudder so the ship can be sailed without radio control. The hull has been painted with several coats of antique white. After a wait of perhaps a hundred years this model may once again heel to the wind.







In 1994 **Tony Alworth** built the Laughing Whale (now Bluejacket) model of a Cape Cod catboat and named it the *Sally* after his wife. Tony learned to sail on a catboat and it has always been dear to his heart. The original catboat was designed for fishing and clamming in shallow waters. It is now a popular day-sailor. The prototype was 18 1/2 feet long and almost 9 feet wide. The model is built to a scale of three-quarters inch to the foot. Tony has made many modifications to the model including changes to the transom, hatch coamings, and internal fixtures. The deck is hand laid. Tony's daughter has always wanted the model but his wife won't let her have it so Tony is now building a second *Sally* to give to her. Tony's impression is that the quality of the kit has deteriorated over the last 20 years.



In the next year or so, Seawatch Books will publish *HMS Winchelsea* (with pronunciation guide) written by our modeling savant **Chuck Passaro**. The original frigate was built in 1764 to replace earlier 28 gun frigates. Ships of this class were the first successful cruisers of the Royal Navy. They were designed by Sir Thomas Slade (1703–1771), perhaps most famous for the 'generic design' that was used as a template for the Royal Navy's 74-gun ships and frigates. At least forty-six '74's were built to his designs; the last was launched in 1789. The *Winchelsea* design was so successful that the Royal dockyards were still copying it at the turn-of-the-century to produce 32 and 36 gun frigates. Chuck's model is plank on bulkhead but with the bulkheads placed much closer than in the typical kit model. He has planked the hull with boxwood, and is drilling trunnels with a number 72 drill and filling the holes with Elmer's wood filler. He will next close up the stern and work on the quarter galleries. The wales have about 30 coats of black acrylic paint on them. Chuck applies a layer of paint and then sands it down with number 400 sandpaper. He is careful not to sand down to the wood but simply the top layer of paint to produce an immaculate finish.





Many years ago a friend gave **Jim Jacobs** a German model kit (with instructions in German) of the Swedish warship Vasa. When he saw how complicated it was he decided that he needed to start off "small". About 15 years ago another friend gave him a model of the *Swift*, a 19th century Virginia pilot boat built in 1805. The model is about 21 inches long, four and a third inches wide, about 18 inches tall and is built to a scale of 1: 50. Jim is having problems getting the deck to lay down on top of the bulkheads because it needs to be curved in two dimensions. Several suggestions were put forth by the members; use medium cyano-acrylic glue with accelerator, wrap the deck with rubber bands, wrap the deck with masking tape, and remove the char from the laser cut which may be interfering with the glue bond.



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.

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.

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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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## ADMIRALTY MODELS

### *Spar Making and Fittings, Block Making, Lashings and Splices Workshop*



**David Antscherl and Greg Herbert, DVM**

In the late 1960s the world famous cellist Pablo Casals gave a series of "master classes". David Antscherl is continuing that concept. Once or twice a year David presides over a workshop organized by Greg Herbert, his business partner and cofounder of the Admiralty website. Past workshops have covered such topics as mast making, building a ship's boat, planking and carving. The workshop presented this year covered yard making, block making, silver soldering, use of the Jim Burns ropewalk and splicing. Greg Herbert demonstrated his method of making gratings. Club members **Jim Lavelle**, **Tom Ruggiero**, **Barry Rudd**, **Tom McGowan** and **Larry Friedlander** attended. Demonstration and practice began Friday afternoon and extended through midday on Sunday with breaks during the sessions to renew old acquaintances and shoot the breeze. After a group dinner on Saturday evening, workshop participants enjoyed a talk on a model of a British 74.

There are at least two similarities between these workshops and the master classes given by Pablo Casals. The first is that both Casals and David Antscherl are considered to be among, if not "the" reigning Masters of their time. And the second is that they are willing to share their knowledge. "Sharing their knowledge," means having a desire to help others produce work of the very highest quality. To participate in one of David's workshops is to observe a master at work; one who makes no compromises and strives to achieve the utmost in detail by re-creating in miniature the original fabricating process as much as possible. One would guess that both men feel there is no shortcut to achieving work of the highest standards. It demonstrates that in some way the process itself is an end. When watching Casals teach a class (available on YouTube) one realizes that getting to the end of the piece is not the objective. The objective is to give the piece meaning by making every part of it as perfect and integral to the whole as possible. One way of looking at David's workshops is to view it also as a series of techniques for producing parts of the model as perfect and integral to the whole as possible. Another way is to accept a deeper understanding of the process, where standards and methods become the object and the model becomes a vehicle for expressing one's struggle to achieve perfection. It was a weekend very well spent.

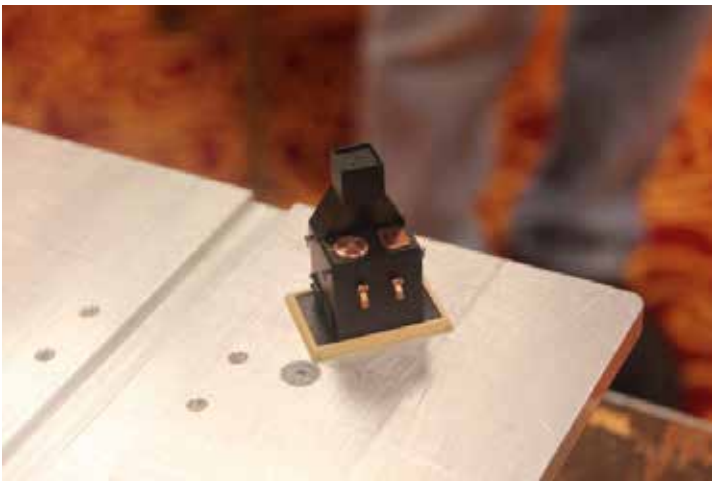
#### **The NJ Gang of Five**



**Barry, Larry, Tom M.,**

**Jim, and Tom R.**

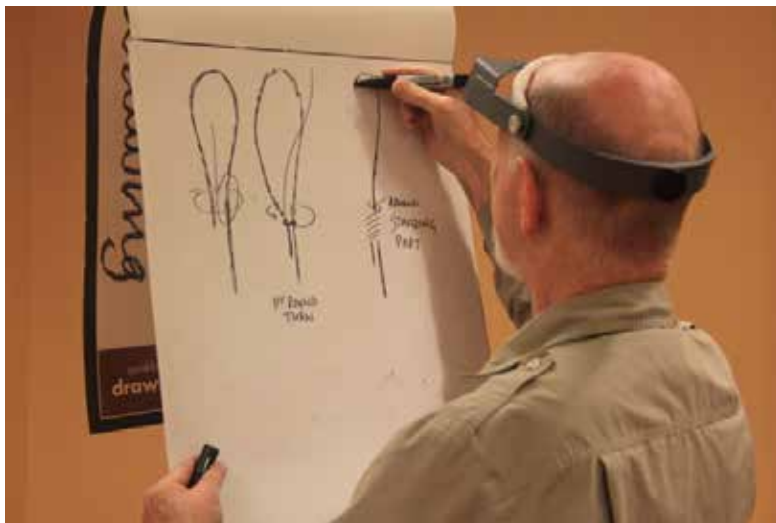














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Volume 31 Number 10

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**Newsletter Editor**  
**Michael Storch**  
**115 Virginia Ave.**  
**Clifton, NJ 07012**

**NEXT MEETING:**

**November 26, 2013**

**MILLBURN PUBLIC  
LIBRARY**

Tech Session: Rope Making

If you think you need a \$500 rope walk to make rope, Chuck will be doing a tech session to disprove this myth. Watch and learn as he makes a 20 foot length of good rope.

