



Volume 32, Number 8

## Newsletter of the Ship Model Society of New Jersey

August 2014

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Our next club meeting is  
**September 23 at 6:45.**

MILLBURN PUBLIC  
LIBRARY

Please note that the  
Executive Committee will  
start the business meeting at  
6:45 "so that we can get to  
the fun stuff more quickly"

### August Notes...

Consensus among the members at the August meeting was that they liked the new *Broadaxe* format. Tom Ruggiero mentioned that our newsletter has evolved over the years into a full-scale publication. He mentioned that he has seen other clubs' newsletters that consist of only 5 sentences sent by email. Of particular note is the focus on publishing an extended calendar. To that end, members are asked to share their knowledge of upcoming events as far as 6 months into the future. This could include such things as conferences, potential club trips, social gatherings, tech sessions, group build meetings, etc. Plans do not have to be firm or finalized to be published.

Thanks again to Tony and Sally Alworth for the use of facilities at The Aardvark. The next Aardvark meeting is Saturday, September 20th at 10:00AM. Take advantage of this opportunity to tap into the collective experience of others as you work through your current project.

The next ECHO Group Build is Saturday, September 27th at 10:00AM. See the article below for more details.

A few reminders:

- "Books & Pubs" and "Show & Tell" forms are available online. [Click here](#). This gives you more time to give us plenty of information for *The Broadaxe*. Thank you to Larry, Chuck and Jim Lavelle.
- A raffle to pump up the treasury will be held at the meeting each month as long as there are items available. If you have something you wish to donate, bring it to the meeting. See below for details about the August raffle.
- Tom McGowan reminds all that Brehm estate items can now be viewed on our website. [Click here](#). For members, we are discounting tools in new condition by 40% off the lowest price we can find. There are some great bargains available.

On the financial front, Mr. Schuetz assures us that we are comfortably in the black. The sale of items from the Brehm estate has been brisk and the payment of dues is on the rise. Speaking of which... dues are due **NOW**. If not paid by November, all non-respondents will be dropped from the roster.

And finally – for the eagle-eyed – yes, the hull number of the ship under construction in the "New Business" graphic is BDE13. She was

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## UPCOMING EVENTS

### SEPTEMBER

- 20 - Aardvark Workshop—10:00AM,  
748 Speedwell Ave., Morris Plains
- 23 - Monthly Meeting—6:45PM,  
Millburn Library, 2nd Floor
- 27 - Echo Group Build—10:00AM

### OCTOBER

- 16-18 - NRG Conference, St. Louis, MO
- 18 - Aardvark Workshop—10:00AM,  
748 Speedwell Ave., Morris Plains
- 28 - Monthly Meeting—6:45PM,  
Millburn Library, 2nd Floor
- TBD - Echo Group Build

### NOVEMBER

- TBD - USS Ling Visit
- 15 - Aardvark Workshop—10:00AM,  
748 Speedwell Ave., Morris Plains
- 25 - Monthly Meeting—6:45PM,  
Millburn Library, 2nd Floor
- TBD - Echo Group Build

## On the Horizon

Bahrs Landing Show - Tentative  
Dec 2014

Staten Island Show - Tentative  
TBD

Joint Clubs Conference  
April 2015 (Annapolis?)

Mid-Atlantic Conference - Tentative  
June 13, 2015

originally built for the Royal Navy as destroyer escort [HMS Bentinck](#) in August, 1942. In January 1943, she was reallocated to the U.S. Navy, reclassified as DE13 and renamed [USS Brennan](#).

## SOMETHING YOU MIGHT LIKE

I was channel surfing some months ago when I landed on a BBC station showing one of the best films I have seen in a long time. It's called *Master and Commander, The Far Side of the World*, a 2003 movie nominated for 10 Academy Awards. It's the story of *HMS Surprise* and her pursuit of the French privateer *Acheron* across the Pacific during the Napoleonic Wars.

For those who have not seen the movie, the cinematography, sound track and acting are excellent. From what I know of the period, it provides a realistic account of what life must have been like aboard ship in the early 19th century. The sound effects are particularly noteworthy, especially those associated with storm and battle scenes. For example, great pains were taken to record and reproduce actual firing and missile sounds from authentic 12- and 24-pound vintage cannons loaned to the producers from collectors. Baroque and classical pieces played on violin and cello by the 2 principal actors add a human, civilized touch in what is otherwise a harsh and savage chase.

This is an inspirational film of courage, daring, devotion to duty and order through respect and camaraderie. I highly recommend it. Don't be surprised if it has you cheering. Available at Amazon and Netflix.



## AUGUST 26 MEETING

The meeting was called to order at 1844. There were 26 members and no guests in attendance. Special thanks to Larry Friedlander and Tom Ruggiero for photos that add so much to The Broadaxe, and to Jim Lavelle and Bill Houston for additional input for the Tech Session writeup. The meeting adjourned at 2028.

## OLD BUSINESS



The subject of business cards was again brought up. There was general agreement that this is a good way to introduce our club to those who show interest in joining. Rich LaRue had come up with some initial ideas, and he and Steve Maggipinto will collaborate on a final design. Cost via online ordering is minimal, in the neighborhood of \$10 for 250 cards. Rich and Steve will put together details so we can “pull the trigger” at the September meeting, assuming the price is right.

Jay Cosgrove, the owner of [Bahrs Landing](#) in Sandy Hook, had once shown interest in having a show at the restaurant sometime in December. There has been no word since. Tom McGowan volunteered to follow up to see if Jay is still interested. Larry Friedlander suggested that we might negotiate a special price for next Spring's banquet in return for the show. Show length will be up to the Bahrs owner, but we are probably looking at something between a couple of weeks and a month. Bahrs has a lower room that might be suitable for some kind of presentation or demonstration, similar to what was done at Teterboro Airport some years back.

Saturday meetings. We'll probably be doing these twice a year. We're not sure exactly when, but that will be worked out. This has to be negotiated with the library.

Admiralty Workshop II. The sailmaking workshop is off per Jim Lavelle. The presenters have a

workshop with open seats in Baltimore the end of November. It was too much for them to do one in Canada, Baltimore and New Jersey this year. Cost for the Baltimore class is \$275 (2 days). So far, there are no takers.

Larry Friedlander and Michael Storch proudly showed off the club's new Keurig K-cup machine. Despite a minor accident due to faulty packing (which we won't get into here), the new coffeemaker was placed in the traditional place of honor reserved for such devices at the refreshment table in the back of the room. Gentlemen, we have officially entered the 21st Century. Thank you Larry and Michael!

Larry thoughtfully ran several cups of water through the machine to remove any “industrial effluvia”. The Keurig came with several sample cups, and a few others were provided by members. Michael gave a brief overview of machine operation. Larry suggested that traditional donations be increased by 50-100%, as each K-cup costs \$.60 and we have to factor in the cost of the pastries. Jim Lavelle offered to keep track of what we have used, and to replenish the larder as necessary. Perhaps as we exit our learning curve with the machine that responsibility can be spread around. If a member has a favorite blend, he is free to bring his own. Meeting attendees are also welcome to get a cup anytime during the meeting as long as they are “neat” and do not disrupt the proceedings.





## TECH SESSION

The subject of this session was gantries – not the hanging shipyard monsters used to hoist heavy equipment, but ship model gantries. The presenters were Bill Houston and Jim Lavelle. Bill showed a stationary gantry; Jim's was a slide-in.

Gantries are used to raise frames. When raising frames in 3 planes, everything needs to be aligned properly. Since frames are cut from a pattern, if one set of frames is out in any one of those 3 planes, you could end up with a very thin frame in one place and a very fat one in another when the section is faired. Of critical importance in constructing the gantry is making sure that all its parts are parallel, square or perpendicular as appropriate (see photos). Another tip from Jim: If you paint your gantry, don't use gloss paint. It will cause your movable parts to stick!



Here's the approach Bill used to build his gantry:

*"I applied my experience as a custom picture framer and used supplies I had on hand. The ability to be able to remove the sliding base makes it easy to bring the project to another station for further handling. I made the standing part of the gantry out of hard wood (3/4"X2") cut (1) 10 1/2"OD, (2) 12"OD and joined at the top by 45° angles. The bottom is now bolted to a set of 12" aluminum rails from picture frame molding. You can purchase pairs of picture frame rails at Michaels in dimensions you need by the inch. I then drilled a set of holes through the wood and rail to hold them at a 90deg. angle for attaching to the base. The wooden base is made from a piece of 3/4" shelving, cut to 13"X13". The bottom of the gantry's aluminum rails can now be drilled to attach screws for securing to the base. You may want to elongate the holes in the aluminum to allow for movement when getting the rails parallel. Now we need to create a sled of sorts to slide between the rails. Again I used picture framing rails 9"X12" joined by the sets of corner hardware supplied. You now can loosen the corners and slide them in or out for a snug fit that will allow the frame to move through the side rails of the gantry. If it jams you have it too tight or you may have to take a square to all points and make adjustments. A slot had been made in the top wood rail of the gantry to allow a carpenter's square to be inserted for height alignment when raising the ribs. The surface you wish to attach to the movable aluminum frame can be wood, masonite, plexi. As can be determined, I used the tools and materials of my trade. A plumber may have used pipe, a welder steel, a surgeon stainless steel. I can't speak for the baker or candlestick maker. Have fun."*

Thanks, Bill, for this detailed guide!





## RAFFLE

Tom Ruggiero once more explained the raffle process:

1) Tickets are \$1, payable to Ken Schuetz, 2) Bottom half of the ticket goes in the styrofoam cup associated with the object, 3) Choices are made at the Break and tickets are placed in the cup(s) of choice, 4) Tickets are drawn after the Break, 5) All funds go into the club treasury.

August raffle items included a never-started Scientific *USCG Eagle* kit and a partially completed Model Shipways *Essex* in 5/64 scale. Most of the *Essex* parts appeared to be there except for the casting on the stern, something certainly within the capabilities of group members. Other entries included 2 CD's of 180+ pictures from the New London conference, a pair of surgical scissors and the book [\*Modelling Late Victorian Battleships\*](#).

And the winners were:

- (Mega-winner) Bill Houston: *Essex*, book, scissors
- Jerry Mann: *Eagle* kit

Although there were no bidders for the CD's, Tony Alworth bought them for....wait for it....wait for it....\$1!



## NEW BUSINESS



Tom Ruggiero announced that Jason Clark's stepfather had passed away. A sympathy card was passed around for member signatures.

[\*USS Ling\*](#). Tom R. has taken a tour of *Ling* and he highly recommends it. There's enough to see to keep one busy for a good 2-3 hours. What's unique about *Ling* vs. other vintage subs you can visit is that she is still in WWII configuration, i.e., *Ling* never went through GUPPY conversion and has maintained her original sail and deck armament.

Tom asked for a volunteer to assess interest in visiting the sub. If we can get 10-12 people to go (most likely on a Saturday in the November timeframe), we

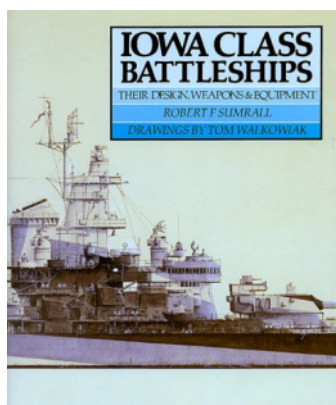
can arrange for a private tour. Participants do not have to be club members. We probably don't want to wait too long. The site on which *Ling* sits belongs to the North Jersey Media Group. This news conglomerate has announced that it is selling the site for redevelopment. Jerry Mann volunteered to poll members about a *Ling* visit. Correspondence and sign-ups will be conducted via email.

Tom Ruggiero got an email from Pat Leaf of the Philadelphia Ship Model Society. On June 13, 2015, there will be a Mid-Atlantic Ship Model Conference – similar to the Northeast Conference, but for Mid-Atlantic clubs. The event will be held in Linthicum, Maryland, 8 miles south of Baltimore. The facilities are superior to those at the Northeast Conference and also more expensive. The intent is not to compete with the other conference, but to extend the concept down the coast. All facilities are on site, so it's not necessary to leave the venue. Rooms run in the neighborhood of \$125/night single, \$184 double, with a \$56 conference charge (Continental breakfast, lunch, all day refreshments). An overnight stay is not required. Linthicum is just under 200 miles from Millburn. Potential participants include the Philadelphia Club, Washington Club, SMSNJ and probably the Hampton Roads and Annapolis Clubs. Several members voiced interest in attending this conference. Tom will contact Pat for more details.

## BOOKS AND PUBS



Jim Jacobs brought a copy of Bob Sumrall's [\*Iowa Class Battleships\*](#). This hardcover describes the technical aspects of the 4 completed and 2 canceled



ships of this class and it traces their histories from inception through 1989 (date of the book's publication). It is filled with B&W and color photos, drawings and tables. The book provides detailed descriptions of the class' radar, armament, armor, electronics, engineering, machinery, propulsion, and the

many changes made over the years.

Mason Logie passed around a copy of [\*Realistic Wood Effects\*](#), an AK Learning Series publication. AK is known for its stains and colorings for woods. Although the book covers wood treatment in general, it does

have a special section on ships, with good information about weathering and creating realistic dioramas.



## ECHO GROUP BUILD



The next [\*Echo\*](#) meeting will be held on Saturday, September 27th, at Jerry & Lorraine Mann's house, 208 Hilltop Court, Pompton Lakes, NJ. Their house is on your left as you go up Hilltop Court. There is a large red mailbox by the driveway. Please **PARK IN THE STREET**.

The wood for the *Echo* cross section has been delivered to Jim Lavelle's house. If anyone wants to stop

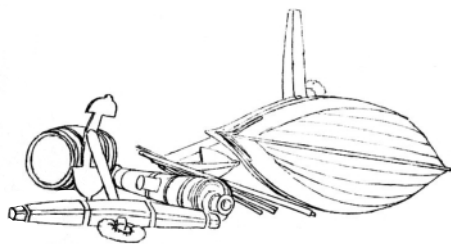
by to pick up his package, please feel free to do so. Give Jim a call or email ahead of time to make sure he'll be home when you get there. For anyone who doesn't pick up his wood, Jim will bring it to the meeting.

Before the meeting on the 27th you should have completed your building board. Discussion will center on creating the keel and mounting it to the board. There are 2 different ways to configure the rising wood and both will be explained. Also on the agenda is cutting the rabbet and the scarph joint as well as different ways to simulate the tarred felt used in some of the joints. Finally, we'll talk about how to interpret the **"Echo sheer and framing.PDF"** file that can be found on the CD.

If you have any questions, feel free to give Jim a call or send him an email.



## SHOW AND TELL



Ray Vernon brought a 20-year old model of Mantua/Sergal's [HMS Bounty](#) built in his early days as a modeler. The model stood on a shelf for a long time, and Ray even considered giving it to his brother-in-law, but just couldn't bring himself to do that. On a cold night last February, he took a pair of scissors to it, sanded the deck, and started over. It had not a lick of paint on it – just plain wood. He

decided to leave the hull as is, but over the next 6 months Ray carried out a detailed reconstruction, including replacement of all the blocks. As a substitute for *Bounty* plans, he used a book he had about *HMS Endeavor* (both were built by the same shipbuilder). The Mantua plans for rigging were way off, so Ray used photos from the [Caldercraft website](#) instead. Although the model is not finished, it's "almost there".





## SHOW AND TELL



Next up was Hans Gottschalk with his [San Juan Felucca](#) model. He built it to help decorate a restaurant opened by a former business associate, an avid sailor. It's an Occre kit that took Hans about 2½ months to put together. Feluccas were small wooden boats with a crew of 3 to 5 men that sailed the Red Sea, Eastern Mediterranean and the Nile in the 1700's. The classic style of lateen sails made them very maneuverable. A fleet of Feluccas built by

Southern Italian immigrants thronged San Francisco's docks before the construction of Fisherman's Wharf in 1884. Feluccas are still being used in many parts of the world. They have been built in many different sizes to haul both cargo and passengers. Hans' model is plank-on-bulkhead with a double planked hull and deck. He used the wood and pre-sewn sails that came with the kit but did his own rigging. His Felucca is finished with 5 coats of lacquer.





## SHOW AND TELL



Tony Alworth showed a nice example of a catboat designed for the shallow waters of Cape Cod and Long Island. The model has been a frequent visitor at the quilt shop. This is the second one Tony has made; when finished, it's going to be given to his daughter Ginny at a family gathering on Cape Cod. The model was originally a Bluejacket/Laughing Whale kit that Tony extensively modified. Interior work – cabinetry, bunks, centerboard, etc – has been added. The deck

has been planked and a finely woven piece of muslin has been added to the cabin top to simulate canvas. Both the transom and the interior cockpit area have been reworked, and the coamings, gaff, boom and mast have been improved. At one time, Tony owned a catboat much like the model. He even got to sail aboard one when he was 10 or 12 years old, so this type of vessel is dear to his heart. Tony is currently working on a case for the model and expects to finish this in another week or so.





## ECHO GROUP BUILD

*August 9, 2014*



## AARDVARK QUILT SHOP

*August 16, 2014*





## AUGUST MEETING

August 26, 2014



## USEFUL LINKS

[Ship Model Society of New Jersey website](#)  
[Example of website resources](#)  
[Past issues of The Broadaxe](#)  
[Links to resources and other clubs' newsletters](#)  
[Club lending library](#)  
[Model Ship World](#)

# 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 by both US mail and email in PDF format.

Regular meetings are held on the fourth Tuesday of every month at 6:45 PM, at the Millburn Free Public Library, 200 Glen Avenue, Millburn, New Jersey. Guests are always welcome.

Contributions to *The Broadaxe* are always welcome, and SMSNJ members are encouraged to participate. Articles, shop hints and news items may be submitted directly to the Editor as typed manuscript or electronic files, either on discs or by email. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

*The Broadaxe* is written and edited by Steve Maggipinto, and distributed by Chuck Passaro and Ollie Ericksen.

Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto.

If any member would like an email copy of the roster please drop a note to Steve Maggipinto at the email address listed below. If there is an error on the roster let Steve 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 Steve Maggipinto at the address below 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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