



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



Volume 32, Number 5

May, 2014

**MINUTES OF THE REGULAR MEETING**  
**April 22, 2014**

At 6:45, Pres. **Tom Ruggiero** called 30 members to order. It is very gratifying to see such a good turnout after months of attendance in the low 20s.

Tom was kind enough to praise the Broadaxe; Michael and I are pleased that our efforts are appreciated. However, at this point, with our egos swollen to bursting, **Jim Jacobs** pointed out that we had misidentified him in a photograph. We humbly apologize and promise to rectify this error by misidentifying a different person next month.

We are continuing to try out our new meeting format where an abbreviated business meeting is followed by show and tell and the tech session.

**We encourage members and guests to attend our meetings.** If you are at all interested in model shipbuilding you will receive a **warm** and **tolerant welcome**. We were all beginners once and remember the difficulties of our first efforts. Our members range in experience from those making their first model to old salts who will be happy to share their expertise if asked. Our meetings consist of a short business session followed by "show and tell" which is an opportunity for members to present and discuss their latest efforts, a "books and publications" session for presentation of new and interesting ship related literature, a time for refreshments so that attendees can mingle and enjoy each other's company, and a "tech session" where one or more members give a demonstration of a ship modeling technique.

Ship modeling is an exercise in creative problem solving. Few people who have not put their hand to this or something similar can appreciate the skill needed and the beauty of the results.

**Come join a group where you can develop those skills and your efforts will be understood and appreciated.**

**Treasurer's Report**

**Ken Schuetz** told us that he is going to have to return his annual salary because his accounting was \$100 off. Sadly (and, as usual) this error was not in our favor. Notwithstanding, we remain solvent and we remember "to err is human but to forgive, divine". We thank Ken for taking on this task and for volunteering to do it for another two years.



**OLD BUSINESS**

Elections for the board will be held at the June meeting. **Tom Ruggiero** and **Ken Schuetz** will be running for the offices they hold now, Jim Lavelle will be seeking to replace **Chuck Passaro** and **Steve Maggipinto** has volunteered to run for the post of secretary. We will also need a new editor of the Broadaxe. These elections seem to be uncontested but there are rumors of a write in candidacy. Stay tuned.

It's that time of year: dues are payable in June.

We continue to look for a new site to hold our monthly meetings. Every alternate site so far proposed comes with its own problems such as expense and location. While we continue to explore other options we may be forced to accept that our present situation is the "least-bad" solution. We welcome suggestions from the membership.

Another of our ongoing discussions concerns the need to increase membership. While some members feel that a weekend meeting interferes with family life and other obligations, other members feel that the weeknight meetings are inconvenient because of the work schedules of those members who are not yet retired. So, a suggestion: would it be possible to vary our meetings, most months on Tuesday evenings and once every two or three months on Saturday afternoons? Maybe we

would be able to attract new members by offering this flexible schedule.

**Roy Goroski** is looking into the possibility of having T-shirts printed with our logo on them. Purchased in moderate quantity, that is 15 to 25; each one would cost approximately \$16. If you are interested in purchasing a T-shirt please let Roy know at the next meeting.

**Tom Ruggiero** is still looking into arrangements for a trip down to Annapolis. While this was originally planned for June it seems apparent now that it will have to take place sometime in the fall. Hopefully we will be able to join the Annapolis ship modelers Association during one of their sessions and then take a look around the museum with Don Preul.

**Ozzie Thalmann** won a gold medal at the Wisconsin model show for his model of the *USS Arizona*. This is in addition to the medal he won at the Joint Clubs Conference and we congratulate him on both.

#### **Bob Brehm's Tools Estate**

The latest plans for selling the remains of Bob Brehm's estate are as follows; **Tom McGowan** and **Michael Storch** will complete the list of items for sale and that list will be posted on our website. Members who wish to buy items from that list will get in contact with Tom or Michael. The remaining unsold items will be offered at a garage sale to take place at Bob's home sometime in the fall.

**Barry Rudd** suggested that we place an ad on Craigslist inviting interested modelers to our meetings. **Michael Storch** pointed out that although we have 50 members on our membership list, less than 50% of those have been attending recent meetings. He suggested that we organize some kind of outreach effort to improve attendance. Barry volunteered to go through the list of those attending and to give each of those one or two names to call in an effort to maintain contact.



#### **NEW BUSINESS**

#### **Admiralty Work**

The New Jersey ship model society version of the Admiralty workshops was held at **Tom Ruggiero's** house on June 7 and 8. David Antsherl, author and

master modeler, traveled down from his home in Canada to lecture and demonstrate on block making, splicing and seizing. In addition to **Tom, Jim Lavelle, Jason Clark, Ken Whitehead, Roy Goroski, Tom McGowan, Barry Rudd, Bill Houston and Larry Friedlander** attended the workshop. David began on Saturday morning by demonstrating how to use small chisels and files to shape rigging blocks so that they appear to have a sheave and have the proper grooves. After working on the blocks the group moved on to a discussion of splicing and seizing technique. David showed us how to scrape the end of a rigging line so that the strands can be separated, thinned and shaped to fold back against the body of the line and then be glued in place to replicate a splice. He also demonstrated the proper way to produce a seizing. The group then worked on rigging a topsail yard. We very much appreciate the blocks and rigging line that **Chuck Passaro** provided. We also want to thank **Jason Clark**, a man of many eclectic interests, for bringing in his British Army reenactment uniform. Jason gave us a brief explanation of the details of the original and the re-creation uniforms and discussed the experience of being a reenactor.

At the end of the Saturday and Sunday sessions we went to local restaurants and enjoyed each other's company. I am sure the other participants join me in thanking **Jim Lavelle** and **Tom Ruggiero** for doing such a wonderful job in putting this all together. Jim was the organizational backbone, coordinating and communicating and taking care of the finances. Tom acted as host to David and the group; arranging for tables and chairs and the demonstration materials that David required. A special thank you to Clara, Tom's wife, who put out a wonderful spread for all the attendees and made us feel welcome. The efforts of people like Jim and Tom are what make our club successful. So again we offer a very heartfelt "thank you".

#### **Group Build**

As more and more participants in the group build finish their model of the pinnace, consideration is turning to the modeling subject. Every group build is open to all the members of our society. If you have a suggestion of a kit or scratch build subject please offer it at the next meeting.

**Mason Logie** was visiting the *USS Cole* and got into a discussion about fleet week. If any of our members are interested in displaying some of their models during Fleet week please get in touch with Mason.

**Jason Clark** is going to begin working on a model of the *Varyag*, a Russian protected cruiser sunk at Port Arthur and later raised by the Japanese, and, interestingly, built in Philadelphia. The Philadelphia Seaport Museum has all the original plans of ships built in Philadelphia yards for export to other countries.



## BOOKS AND PUBLICATIONS

**Roy Goroski** brought in his copy of David Griffiths book: **Ship Dioramas; Bringing Your Models To Life**, published by Seaforth Publishing and available at all the usual suspects. This book explains the ins and outs of making a diorama, which gives the model "life" by showing the environment and the purpose of the prototype. This is David Griffiths second book. His first was on ship modeling. This one is about the art of displaying waterline models. By their very nature, ship models that do not show the full hull and are not mounted in an artificial stand cry out for a realistic setting. At its most basic this can be just a representation of the sea itself, but to give the model a context – even to tell some sort of story – is far more challenging. The composition is a vital element and this book devotes much of its space discussing what works and what does not. The discussion is backed with practical how-to sections so anyone who builds water line ship models will benefit. The book begins with how to build a base, finishes with building a case and covers everything in between. It is filled with color photos and text on how and what to do to create a good diorama and to eliminate the elements of a bad one, giving examples of dioramas that are too busy or have too many things to see or which have nothing that grabs the eye and will hold the attention of the viewer. Many of the photos illustrate truly outstanding effects and set the bar very high for aspiring diorama builders. Roy recommends this book highly.

**Capstans And Windlasses** was written By John H. Harland and published by Pier Books In 2003. This book discusses the development of various types of winches. Capstans and windlasses are both winches. What differentiates them is the plane of their axis; the axis on a capstan is vertical while a windlass has a horizontal axis. John Harland covers everything from very early types up to the winches used on modern sailboats. **Jim**

**Lavelle** came across a copy at the Joint Clubs Conference, purchased it, and brought it in. Upon opening it he found a great mass of formulas, which made him realize that designing winches was a very complicated process. "This is a great book for anyone who really wants to understand the workings of windlasses and capstans. As an example; the number of whelps around the circumference of the winch has a profound effect on its grasping power." The book is well annotated which makes deeper exploration an easy matter. All illustrations are black and white with the line drawings being of better quality than the photos, which look like copies of copies. This book has been a big help in Jim's capstan modeling.

We are pleased and proud to announce that our very own **Allan Yedlinsky** has put together the book **Scantlings Of The Royal Navy 1719 – 1805. Comparisons of 1719, 1745 Establishments, Ship Builders Repository and Steels Elements and Practice**. This specially formatted book (14" x 8.5") is divided into two sections. The first shows all of the scantlings from the 1719, 1745 and 1750 amended figures in an easy to use spreadsheet format.

"The second section compares **Steel and Ship Builders Repository** in the same format. Additionally, the book also provides notes and comments for each section. The work is presented in a lay-flat binding so that when opened, 28 inches of information is in front of the reader. This book is a basic research tool for anyone building or studying 18th and early 19th century Royal Navy warships."

This is Allen's third book following on the publication of **Frigates Of The Royal Navy HMS Euryalus (36) 1803, A Plank on Frame Model, Volumes 1 and 2**. We wish Allan every success in his endeavors and thank him for his contributions to the ship modeling community.

<http://www.seawatchbooks.com/114001>

Remember that you can now fill out and print your **Show and Tell, Books and Publications** and **Tool Talk** forms on your computer before you come to the meetings. The forms can be found on the website under the heading "resources" On the "resources" page you will see "downloads" at the lower left. Keep clicking and you will be able to add your information directly onto the form and then print it.

<http://www.shipmodelsocietyofnewjersey.org/downloads.php>

*If you are bringing a model to a monthly meeting, please download the **SHOW & TELL** form and fill it out in advance. Download the books and pub form here also...*

[Click Here to download and print the \*\*SHOW & TELL FORM\*\*](#)

[Click Here to download and print the \*\*BOOKS and PUBS FORM\*\*](#)

[Auction Form for December](#)

This is intended to help you fill out the forms more completely and to give you more time to interact with your friends at the meeting rather than scribble out your notes as fast as you can.



## WEBSITE & LENDING LIBRARY

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

Ed. Note: For those of our membership who have yet to check out the club website, here is an example of the kind of resources that are available on the site:

[Resin Casting Made Easy \(one part molds\)](#) - by **Nicholas F. Starace II.**

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/the-broadaxe.php>

**Links to Resources and Other Clubs' Newsletters:**

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

**Club Library (Lending Library) - The Ship Model Society of New Jersey**

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

**ModelShipWorld.com:**

<http://modelshipworld.com/>



## TECH SESSION

Some time ago **Jim Caulkins** and **Jeff Fuglestad** had lunch. Afterwards, Jim asked if Jeff was interested in restoring a pond sailboat model. Jim had gotten the pond model from Henry Schaefer, a longtime friend and club member. Since Jeff loves pond sailboats he was happy to tackle the plank on frame mahogany hull. Unfortunately, the wood and resin were beyond repair and Jeff, using the mast, rudder and keel, built a new hull based upon the original 50-800 Marblehead design from the '40's. The mast is approximately 7 feet tall and the lead keel weighs nearly 17 pounds. The model is part of the 50-800 Marblehead class because it is 50 inches long with no more than a quarter of an inch in leeway. (That means that the model can be between 49 and three-quarter inches and 50 1/4 inches long on the waterline). The waterline can be determined by putting the model in a bathtub or a very still pond, sprinkling some fine sawdust on the water and observing the line made on the hull). The 800 refers to the number of square inches of permitted sail area. To rebuild the model Jeff created templates for the frames out of plywood, bent frames over the templates, and then planked the hull with mahogany. Jeff divided each frame into 11 equal sections and used those measurements to cut the 1/8" hull planking to the proper widths. The cockpit coaming is a piece of maple shaped with a router to get a clean edge. Jeff used as many of the original pieces as he could but he was forced to build a new rudderpost out of Plexiglas and brass tubing. He was able to use the original deck so the model is basically a new hull with an old deck. The deck is a 16th inch or less piece of 3 ply mahogany plywood. This kind of mahogany plywood was probably created in the 1940s and was used in place of planking (because it saved weight) on some pond sailboats. Jeff cut the plywood deck down the center, built a notched king plank for the center of the deck and then installed each half of the mahogany planking on either side of the King plank. During the 40's Pond boats were generally steered by a wind vane connected to the rudder or by Braine gear. Both used a series of pulleys and tensioning controls (bowsers) that allowed the sails to be adjusted by extending or tightening the main and jib sheets.

We are hoping for a revived focus on tech sessions. They **do not have to be individual efforts** but can be a collaborative effort between several members who might

be approaching some aspect of modeling in different ways. **It would be wonderful if over the span of two or three years every member had participated in a tech session.**



### THE PINNACE GROUP

There is no pinnacle meeting in June.

The next Pinnacle meeting will be held at **Chuck Passaro's** house on May 24.

Ed. Note: Start with a lively discussion of modeling techniques, toss in good food, add a pinch of good company in a completely informal environment and you get the Pinnacle Meetings.

Great Fun \_\_\_ All Are Welcome!



### SHOW AND TELL

At recent meetings we have had a wide variety of show and tell items, many of them works in progress rather than finished projects. Some of our members are still working on their first or second model while others have lost count of their show and tell presentations.

**We are highly appreciative of members who take the time and effort to bring their models in and share their successes and frustrations.**

**Don Otis** brought in his model of the generic Spanish treasure ship of the 1600s, which he is calling the *Atocha*. It's for his son's vacation home on White Pine

Island in the Florida Keys. Don is not trying to be historically accurate; he is building a personal version of a Spanish treasure ship that sank during a storm in the vicinity of Key West, Florida. Don is using illustrations from the Seafarers series published by Time Life books as inspiration. He is making his own sails and is using the rigging plans from a book called "**The Galleon**" by Don Kirsch, translated from the German, as a guide. Don has used this project as something on which he could use lots of stuff left over from earlier ship model projects and is nearly done. He has completed the sails but he is going to delay putting in the gun ports and the cannons until he has completed the running rigging. He has found in the past that the running rigging always gets caught as you run it from one place to another. Don's objective in building this model was to get rid of the "someday" pieces left over from other models. From the lion on the beak to the lantern in the stern, many pieces from his spares box have found a home.

**Tony Alworth** is continuing to work on a highly modified, 3/4-inch scale Bluejacket kit. The prototype was 22 feet long. This is Tony's second model of the boat, which he intends to give to his daughter (Ginny) as a wedding present. He has scratch built all the interior work. The decks and cockpit floor are planked with strip wood. The transom, coaming, seats, cabin sides and cabin top have been reworked to make the model more true to the original design. The details of the cockpit are from Tony's memory of owning a boat like this. The mast, boom, gaff and rigging have also been altered. Tony is using Krylon spray paint, red for the bottom of the hull and green above the waterline. He is now working on the rudder, tiller, grab rails and cleats and whatever he needs to do to finish it up. In another few weeks he will be working on the mast, boom, gaff and rigging.

The number of modelers who are continuing to make progress and complete their models evidences the success of our pinnacle group build project. **Dan Caramagno** brought in his example to show how far he has come. Dan planked his model using the kit supplied Basswood but found he didn't have enough and so went to the local hobby store where he bought more. Unfortunately the store-bought Basswood was inconsistent in grain and color. The lesson Dan draws from this is to buy good quality wood from suppliers like Hobbymill or National Balsa.



The 1930s were the heyday of pond sailors at the Central Park Boat Pond. At some point during that decade a solid hull sailboat was carved out of a ships spar. **John Marinovich** has brought in the *Finesse*, a J Class sailor, 40 inches long, 13 inches wide with a 6-foot mast, and a 36-pound keel. The *Finesse* raced in Central Park in the 1930s and won 3rd place. It had twin jibs and a huge mainsail with adjustable travelers to shape the sail for the available wind.



### AARDVARK WORKSHOP

We want to thank **Tony** and **Sally Alworth** for the continuing use of the Aardvark quilt shop (748 Speedwell Ave., Morris Plains, next to the Plaza Restaurant). Club members who have not attended an Aardvark meeting are missing a very enjoyable experience. On May 17<sup>th</sup> four club members, **Tom Ruggiero, Roy Goroski, Larry Friedlander** and **Tony Alworth** met at the Aardvark. Part of the time was spent getting ready for the Admiralty workshop to be held early in June. Larry offered yard blanks for those who needed them. There was some analysis of the gentle curve of the yard and conversion from full size measurements to scale dimensions. Roy worked on his model of the pinnace and Tom added sheaves to the hull of his *Liverpool*. Tony was downstairs minding the shop in the absence of his wife. We also took a look at the workspace at the shop to see if club meetings could be held there. With the addition of a few chairs and some rearranging, the upstairs area seems to be worth further consideration (assuming Tony and his wife are comfortable with the situation).

The next Aardvark meeting will be June 21st and all future meetings continue to be scheduled for the third Saturday of the month.



### TOOL TIME



Ed. Note: Remember your science lab classes “back in the day”? Now, try to remember those long lab tables where you conducted those first experiments [yes, I know that the neurons are working and it is beginning to come back]. Well, it was soapstone that was used for the tops of the lab tables. Soapstone is heat resistant, **water resistant** [extremely advantageous for waterstone sharpening], and has enough mass to provide a perfect media to use as a work top. Which brings me to the sharpening station pictured above; I joined a **Kreg Universal Bench** to a soapstone top that I had gotten from **M. Teixeira Soapstone** in Glen Rock, NJ. The folks at M. Teixeira Soapstone couldn’t have been nicer. They gave me a beautiful piece of soapstone [almost too nice to use as sharpening station], cut the top to size, and added beveled edges. Of course, human nature [my procrastination] precipitated the need for this all to be done as a rush order. I could not have been more pleased with the entire process as well as the end result; a solid base and a perfect platform for sharpening.

[http://www.soapstones.com/hackensack\\_nj\\_location.htm](http://www.soapstones.com/hackensack_nj_location.htm)  
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## CANDID SHOTS



I thought you were bringing the donuts.....



Ryland.... always a welcome guest



Did you hear the one about a Sailor who walks into a bar...



A moment of reflection, or is that just exhaustion

The next club meeting is June 24 at 6:45.

The '**BROADAXE**' is published monthly by *The Ship Model Society of 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 6:45 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 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 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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**NOTE:** It is with great sadness that we note the passing of **Michael Storch's** beloved mother, Irma. We know that there is no escape from the emptiness this leaves behind but hope that the friendship of the club can in some small way make these moments easier.



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**Newsletter Editor**  
**Michael Storch**  
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**Clifton, NJ 07012**

The tech session for next month will be "blackening metal" presented by Jim Lavelle.

The next club meeting is **June 24 at 6:45.**

**MILLBURN PUBLIC LIBRARY**

**Jeff Fuglestad** will be doing a tech session on building a large pond yacht hull.



We encourage you to bring in your models [finished or works in progress] and/or any kits [regardless of the stage of construction] that you have questions about or might generate discussion from the membership.

Take advantage of the collective wisdom of the club.

**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."