



Volume 32, Number 11

## *Newsletter of the Ship Model Society of New Jersey*

*November 2014*

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Our next club meeting is  
**December 16 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".

### November Notes...

A reminder: our meeting next month will be a week early because of Christmas. As is our custom, the meeting will be highlighted by the "White Whale Auction". All members are asked to bring items to be recycled. The club will keep 10% of the proceeds from the auction; the rest will be passed on to the seller. Whatever a member brings will carry a "strike price" (minimum bid). Bids go up, not down, so if an item does not meet the minimum bid, it goes back home with the seller.

The next Aardvark meeting is scheduled December 20th. Our thanks again to Tony and Sally Alworth for use of the quilt shop. The next Echo group build will be at Tom Ruggiero's house on December 27th.

There are 19 members who have not yet paid their dues. If not paid up next month, these members will be dropped from the roster.

Treasurer Ken Schuetz reports that November income consisted of dues payments, refreshment donations and sales from the Brehm estate. Outflows included refreshment purchases and returns to Mrs. Brehm. Financially, the club is in good shape. In corporate terms, Ken's job is thus "safe".

A couple of reminders:

- Please fill out "Books and Pubs" and "Show and Tell" forms in advance of the monthly general session. If you are not able to do this, forms will be available at the meeting.
- Wherever you see text highlighted in blue, click the text for more info. Clicking a topic ("In This Issue") will take you directly to the page on which the topic appears.

For additional photos of November events, [click this link](#). When the page comes up, click a thumbnail to enlarge, then use arrow keys to scroll to the next or previous photo.

happyholidays



## UPCOMING EVENTS

### DECEMBER

- 7 - Bahrs Landing show
- 16 - Monthly Meeting - 6:45PM,  
Millburn Library, 2nd Floor - White  
Whale Auction
- 20 - Aardvark Workshop - 10:00AM,  
748 Speedwell Ave., Morris Plains
- 27 - Echo Group Build

### JANUARY

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

### FEBRUARY

- 21 - Aardvark Workshop - 10:00AM,  
748 Speedwell Ave., Morris Plains
- 24 - Monthly Meeting - 6:45PM,  
Millburn Library, 2nd Floor
- TBD - Echo Group Build

### On the Horizon

Staten Island Show - Tentative  
May 2015 (Fleet Week)

Joint Clubs Conference  
April 2015 (Annapolis?)

Mid-Atlantic Conference - Tentative  
June 2015

### Tech Sessions

January 2015 - Seizing (Rich LaRue)

## NOVEMBER 25 MEETING

There were 24 members in attendance and 1 guest, John Maughan (2nd Meeting). There were no items brought for the auction.

## OLD BUSINESS



**Bahrs Model Show.** In discussion with Bahrs owner Jay Cosgrove, Mason Logie has negotiated a 1-day event that is scheduled for Sunday December 7th. Of particular interest to both parties would be the presence of Ozzie Thalmann's model of *USS Arizona*. An appropriate entry, considering the day and date. Also welcome are models under construction and other things "we are working on". Bahrs will be advertising the event in local newspapers and this is a good opportunity to promote our club. Bahrs has asked us to arrive at 10AM to set up; the restaurant opens at noon. The afternoon will be similar to that done in the past at South Street Seaport: a demonstration, a few models for display and ones in progress that will be actively worked at the event by the builder (just like what we do at the Quilt Shop). Available will be sign up forms and references to the website for those interested in joining the club. The extended weather forecast for the day is good – cold, but no snow.

**Mid-Atlantic Conference.** Tom R. has not heard any further details from the Philadelphia Club. The event is scheduled sometime in June. Tom will provide more information as he gets it.

**Ling Tour.** After the Echo Group build on November 8th, several attendees and other club members went for a tour of the [Ling](#). The good news is *Ling* is not going away even though the Bergen Record is selling the property where it sits. The boat, along with the sub's museum, will probably become an attraction along a new promenade. The tour was led by Joe Mongelli, a trim former Machinist Mate who served aboard [USS Lapon \(SS-260\)](#) in WWII. Joe is amazing. He's 94 years old and runs up and down ladders and in and out of hatches like a 25 year old. Joe not only volunteers as a tour guide aboard *Ling* on the weekends, he also delivers new buses to school districts during the week! He is extremely knowledgeable about the sub and he invited us to climb up into the conning tower (tiny!) and down into storage compartments and machinery spaces. The entire tour took a good 3 hours as we traveled from stem to stern through each compartment, entertained the whole time with technical details and lively





stories of ships sunk and liberty in Australia. The design of the sub was an education – virtually every square inch is put to practical use. The overall impression was one of compactness without a feeling of claustrophobia. One thing that was obvious to those of us used to traveling laterally aboard ship is that a sub is one long passageway fore-and-aft. As an aside, although the interior of *Ling* appears to be in good shape, the Navy is asking that she be repainted – at a cost of \$60 million. All former US Navy warships that have been provided as memorials are still owned by the Navy, and if not kept in good condition, can be reclaimed and sold for scrap, scuttled or given to someone else. The future of this sub is thus tenuous.

**Model Repairs.** As a club, we get a lot of requests for model repair. What Tom Ruggiero has been doing is filtering these and sending them along to Stan

Sinowitz at Fiddler's Green. Tom is asking that anyone else interested in doing model repair let him know. Several of our members have been repairing models for years. The big question among them always seems to be: "How much do I charge for my services?" "What's fair?" There are 2 issues here:

- We are all skilled craftsmen with an arcane talent that is going away. Given the quality of work we do, it's unreasonable to expect that repairs be made for free.
- SMSNJ is a non-profit (501c3) organization. As such, we can't advertise paid services.

Given these issues, the best solution, and the one we will follow going forward, is to:

- Not advertise on the SMSNJ website that our members do model repair.
- Field requests individually as they come in and refer them to interested members for private negotiation.

## LING TOUR

([Click here for more photos](#))



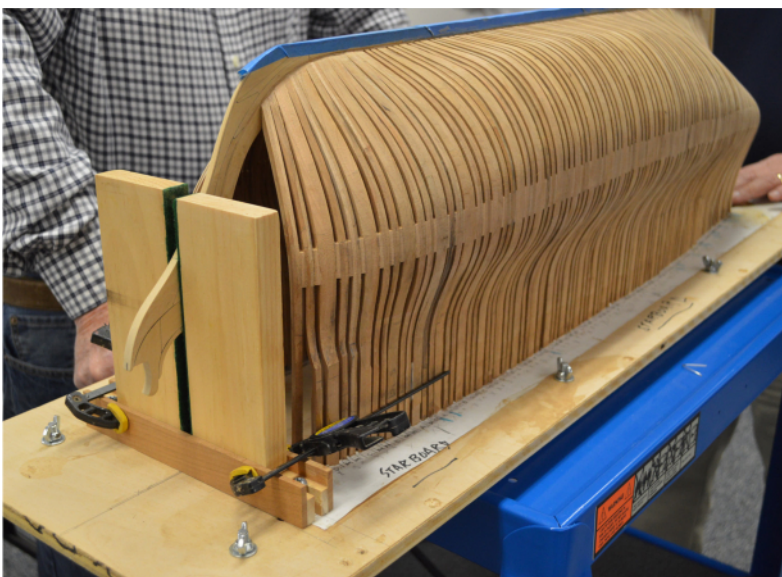


## TECH SESSION

Tom McGowan brought a model of [HMS Warrior](#), an Alfred-class vessel built at Portsmouth, England, to explain his use of the Hahn Method. *Warrior*, under construction between 1781 and 1785, was 169' in length. She was a traditional 74-gun British ship, carrying 28 32-pound guns on the lower deck alone.

Tom joined the SMSNJ in 1996 and was introduced to Jim Roberts. They started meeting at Jim's house on Saturday mornings and it was there that Jim showed Tom the upside-down [Hahn Method](#). The method was introduced in the 1970's using a building board with frames, with slots cut out to insert the frames and with the keel parallel to the building board. In the early 2000's, Tom heard about Bill Romero's books. One set of volumes that particularly fascinated him was the series on the *Warrior*. Could he do something like this? The answer was yes, but it promised to be a difficult project. To date, Tom has about 3 years invested in it. The build is complex – the model has 91 frames and there are 21 pieces in the stem alone. For the frames, Tom used timbers of cherry planed down to 1 7/8" thickness, then 5/8". He had these cut into 2 two-foot pieces. From there, Tom started slicing as necessary using a 10" table saw. This did not make the parts thin enough, so he bought a hobbyist planing machine and finally got everything down to a thickness of .02". Still not thin enough, Tom sanded

*Continued on Page 5*



## TECH SESSION

the wood for months to match Romero's dimensions. The Hahn Method is pretty straightforward. You glue pieces of wood cut at diagonals and they overlap. Although close to the prototypical, it's not quite the same as the method Dave Antscherl uses. Had Tom known about Antscherl, he might have used this method instead of Hahn's, but Antscherl does not provide the level of detail that Romero does. This is not to say that Romero has not made some mistakes. An example is his guidance on cutting the rabbet in the stem. Tom went on to explain various construction details, such as the transom and hawse builds. His main project now is sanding the model. He uses a

Bosch vibrating sander with a triangular pad and 50-grit paper for this. This is not an aggressive combination; it takes a long time to sand using this method. Once the framing is done, Tom will be planking using boxwood. On a trip to London 3 years ago, He went to the [Science Museum](#) to see a model of the *Warrior* and was disappointed to find out that it, along with several others, had been crated and removed. Chuck Passaro offered that, with advance notification (months now), requests to view models will be honored at the [Chatham Dockyard](#), with the visitor ushered into a separate room for a private viewing of up to 2 models. With guard present, of course.



## USEFUL LINKS

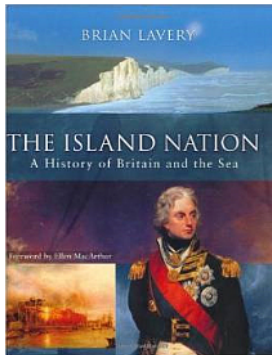
[Ship Model Society of New Jersey website](#)  
[Example of website resources](#)  
[Past issues of The Broadaxe](#)  
[Links to resources and other clubs' newsletters](#)  
[Club lending library](#)  
[Model Ship World](#)



[Click here](#) for photos of November's Ling Tour, Quilt Shop Session, Monthly Meeting and Echo Build.



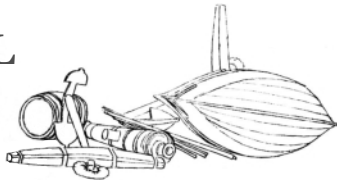
## BOOKS AND PUBS



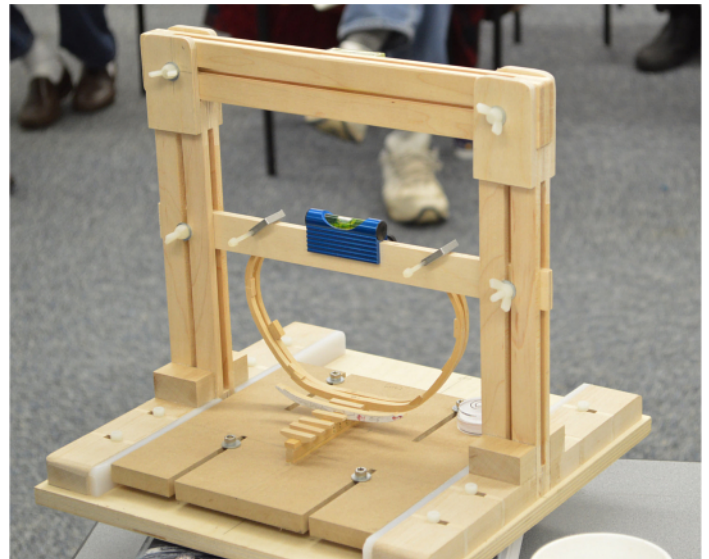
While Barry Rudd was at the [Plymouth Naval Dockyard](#) in England, he bought the book *The Island Nation, a History of Britain and the Sea* by Brian Lavery. The book has 16 chapters, each covering a different segment of British maritime history from the early Britons to the present day. Each chapter also has information about preserved and historic ships, classic boats, museums and other notable sites, both coastal and inland. The author is the Curator of Naval History at the [National Maritime Museum](#) in England, and is a noted author of many maritime and naval books. The 16 chapters contain many illustrations and photographs. The book is an easy and informative read for anyone interested in maritime history.

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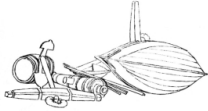
## SHOW AND TELL



Larry Friedlander showed a building jig he put together for the [Echo](#) project. It's an elaborate device, something that contradicts his advice from the last meeting to "not over-engineer" such things. It's designed to align frames in all 3 axes. When Larry was down in Baltimore, he used Bristol Board, which gives correct alignment in the vertical plane, but not the other two. The reason the device looks over-engineered is that it comes apart and can be expanded or contracted as needed for a specific model. Jim Lavelle liked Larry's jig so much he said he'd buy it! When asked if he had plans for the device, Larry offered that he made it up "out of his head" (!) Jeff Fuglestad suggested that Larry create an article and drawings for The Broadaxe. Larry: "If there is popular demand (by a show of hands, there *is*, Larry)...I'll take it under advisement." (Ed: Or words to that effect). Given the enthusiasm, Larry thinks he will patent the device and charge the members for it. One attendee commented on Larry's clamp-on level. Larry said he had bought it from Bridge City Tool Works, a very expensive but quality provider. An alternative to this is a stick-on level designed for campers and RV's.



## SHOW AND TELL



Chuck Passaro brought back his model of [HMS Cheerful](#), a build still in progress. He has done some more work on the planking and it's now easier to see the shape of the cutter. This shape didn't change much from the 18th to 19th century: wide amidships, narrow at the stern. While the early versions had apple bows, later models featured a more pointed prow. Perhaps this shape was more fitted to close-to-shore sailing – waters the revenue cutters were primarily designed to patrol.

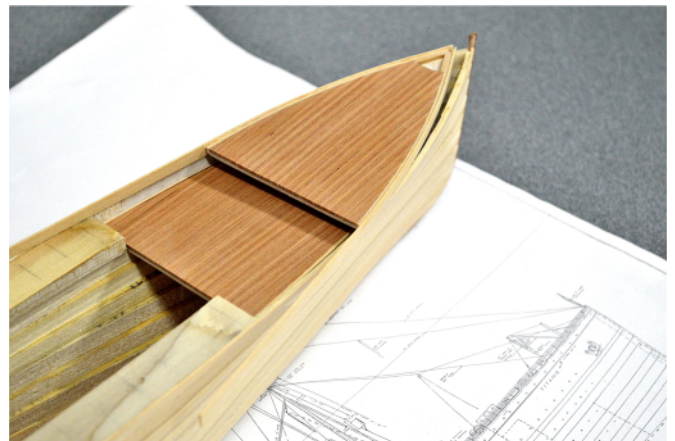


A unique feature of these vessels was the planking at the stern, a design called the square tuck (as opposed to the rounded design common in ships like *Warrior*). This rabbetted design was utilized to cover the end grain of the planks, thereby exposing less area to potential rot. It was also common on fir-constructed ships, vessels built with the softer wood that were not expected to last a long time.



Jeff Fuglestad returned with the *Titanic* model he is building for a former business associate. To simulate plating, Jeff used actual planks of differing thicknesses. The problem with this is when you're sanding you have to be careful not to round. Also, when you're building in 1/350th scale, the small scale creates its own challenges. To get the idea of plating with shadowing, the major trademark of *Titanic*, Jeff plans to coat the thinner planks with resin in order to

get a nice build, and then sand over the top of the resin. The model's deck is pear with sheets of laminate from [Constantine's](#) in Florida. As delivered, the sheets are about a foot wide, 6' long and rolled. What you can do is cut them into 4" wide strips, glue about 5 or 6 of these together, clamp them hard with boards on the outside to squeeze all the glue and air out, and then cut them on the Burns saw to get a good scale representation of the planking.



# 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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