



The Broadaxe



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Newsletter of the Ship Model Society of New Jersey

October 2014

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Our next club meeting is
November 25 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".

October Notes...

Comments on last month's *Broadaxe*: "Well done". A few members mentioned that the links didn't work. Steve Maggipinto will investigate. (Ed note: Steve found a solution. The problem only occurs with Firefox. Click http://www.stevemaggipinto.com/SMSNJ/link_solution.htm for the fix.)

Thanks again to Tony and Sally Alworth for use of the quilt shop. Next meeting at The Aardvark is November 15th. Only 2 members attended the October session, but next month there should be more. A good time is always had by all.

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.

Dues – be advised that, according to the Club By-Laws, "Any member whose dues remain unpaid as of December 1 shall be notified by the Treasurer. If after 30 days the dues are still unpaid, the member will be dropped from the rolls of the Society."

Ken Schuetz reports that we continue to be in good shape financially. October income consisted of dues payments, refreshment donations and raffle earnings. Checks were issued in October to pay for refreshments, business cards and bank charges.

A reminder – wherever you see text highlighted in blue, click the text for more info. Clicking a topic opposite ("In This Issue") will take you directly to the page on which the topic appears.



To say the Maggipinto's are a Navy family is an understatement.

My father, father-in-law, 2 uncles, a brother, a cousin, myself, a nephew — we all served at sea, from pre-Pearl Harbor to the 2nd Gulf War. We were USN and USNR, enlisted and officer, and in Dad's case, both.

We hunted U-Boats in the Atlantic. We cleared beach approaches for the Marines in the Pacific. We battled E-boats off the coast of Italy. We listened

Continued on Page 2

UPCOMING EVENTS

NOVEMBER

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

DECEMBER

- 16 - Monthly Meeting - 6:45PM, Millburn Library, 2nd Floor - White Whale Auction
- 20 - Aardvark Workshop - 10:00AM, 748 Speedwell Ave., Morris Plains
- TBD - 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

On the Horizon

Bahrs Landing Show - Date Tentative
Dec 2014

Staten Island Show - Tentative
May 2015 (Fleet Week)

Joint Clubs Conference
April 2015 (Annapolis?)

Mid-Atlantic Conference - Tentative
June 13, 2015

Tech Sessions

November - Building *HMS Warrior* using the Hahn Method (Tom McGowan)

January 2015 - Seizing (Rich LaRue)



for Russian subs during the Cold War. We sourced and moved avgas, jet fuel and black oil to Vietnam. We maintained electronics on a DDG in the Persian Gulf. It's not hard to guess on which side we line up during the Army-Navy game.

All this is a prelude to, of all things, a book. Growing up in the mid to late 40's, I was saturated with the military. America was flush with victory and the word "awesome" did not do justice to the power of our Navy. I remember Dad going to Reserve meetings and disappearing for a couple of weeks in the summer for his Reserve cruise. I recall trips to Westhampton Air Force Base for air shows. Vivid still are the sounds of jet jockeys breaking the sound barrier near our house on the South Shore of Long Island. And yes, that did rattle the windows – big time. I remember C47's flying 200 feet off the deck spraying heavy clouds of DDT for mosquitoes. *Whoa!*

I've always been an avid reader. One of the first books I picked up on my own (i.e., not at the direction of the good sisters at Sacred Hearts School) was a paperback called *Your Navy*. It's a 1946 official publication tracing the history of the US Navy from pre-Revolutionary times to the end of WWII. Fascinating stuff. I devoured it. The reason I mention it is that one of the chapters in this book dealt with the Battle of Lake Erie. That event sticks in my mind as an example of raw courage and determination ("We have met the enemy and they are ours"). The battle figures in one of this month's book reviews (*Coffins of the Brave* - see below); it was one of the biggest naval engagements of the War of 1812. Nine American vessels captured six of the British. The outcome ensured American control of the lake for the rest of the war, and eventually broke the confederation between the Shawnee and the British. The whole history of this area during the years 1812/1813 is pretty interesting. [Click here](#) for more info.



Master Commandant Perry transfers his flag from *Lawrence* to *Niagara*
(from a painting in the public domain by William Henry Powell 1823-1879)

OCTOBER 28 MEETING

There were 24 members in attendance and 1 guest, John Maughan from Bucks County (1st Meeting). There were no items brought for the auction. The theme was "Bring a Model Night".

OLD BUSINESS



Bahrs Model Show – Mason Logie spoke with Jay Cosgrove, the owner of Bahrs Restaurant. Jay is asking us to bring models Thanksgiving weekend for a day or two and make ourselves available to answer questions (because people are "looking for things to do" that weekend). Mason and Tom Ruggiero have agreed to bring models.

Consensus of the group is that Thanksgiving is a bad weekend for this. Tom R. suggested the weekend of December 6/7 or perhaps the next weekend as an alternative. He is proposing a free-form demonstration/tech session, similar to the one done at East Jersey Old Towne in Piscataway. All of the activity will be coordinated through Mason. There is a lower room at Bahrs where the sessions could take place, and Jay has agreed to promote the event. In lieu of a formal demonstration, the format could follow what is done at the quilt shop, where members work on their models and answer questions from those who stop by. As an aside, the group decided if it's the weekend of December 6/7, Ozzie Thalmann will not be allowed to bring his model of Arizona (see below for more details on the model) – at least not in one piece! Or perhaps he can bring a fish tank and set the model on the bottom... (*That's Cold!*)

Tom R. suggested that the event should not be viewed in terms of "what can we get out of it", but rather as something we enjoy doing. If we pick up another member or two, that's great...but it's really all about maintaining good relations.

Staten Island Show – Mason provided an update. He spoke with a coordinator of Fleet Week activities scheduled May 23rd and 24th, 2015. The contact is very interested in having us put on a weekend show of our models, but he wants more details about our plans. The thought is that this would be similar to what we have done in the past at South Street. This is an excellent venue for us. Ideally, we'll have between 3 and 10 members show up on one or both days to work on our models under a tent and answer questions about the club and our techniques. Members are invited to bring completed models in addition to those that are in progress.

Mid-Atlantic Conference – This will be sometime in June, but we still do not have specifics. Tom R. will follow up.

Ling Tour – 4 people have signed up for the tour. We'll go as a group with those who are interested. Chuck Passaro offered to have the Echo Group Build at his house on a Saturday in November, then head out to the sub with others who just want to visit the *Ling*.

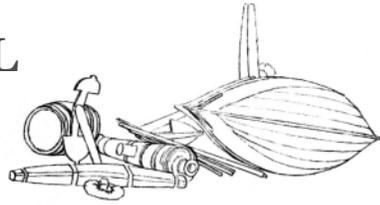
Photos – Ray Vernon went to Paris last month and visited the National Maritime Museum. He passed around several pictures he had taken of wooden models there.

2014 NRG CONFERENCE

Tom Ruggiero gave a recap of the [NRG](#) conference that he, Jim Lavelle and Chuck Passaro attended in mid-October. Despite the noisy activity of some sports teams staying at their hotel, the facilities in St. Louis were good and there were plenty of places to eat within walking distance. As a point of information, The Nautical Research Guild is a non-profit educational organization "*whose mission is to provide support to its members in their efforts to raise the quality of their model shipcraft*". Chuck Passaro is a member of the NRG Board. The Guild puts out an excellent quarterly publication and has now taken charge of the *Model Ship World* website in an effort to expand dissemination of information. NRG has a mentoring program for novice builders. The Guild is in the process of sponsoring low cost live webinars and providing grants for development of projects for modelers at all skill levels. Next year's national conference will be in Mystic, CT, and Tom R. would like to see a good club turnout at the event. Getting back to the conference, both Tom and Jim confessed that they had spent "way too much" on tools offered for sale there. Tom had particular praise for [John Vojtech's](#) offerings. Most of these tools are designed for plastic modeling, but they can also be used for metalworking and wooden builds. They are reasonable – in the \$20-\$50 range. All in all, the conference was both fun and profitable for the 3 attendees and their family members. See Page 10 for a link to photos.



SHOW AND TELL



After 10 months of waiting, Ozzie Thalmann finally got the 6 motors he needed to complete his [USS Arizona](#), a Trumpeter kit in 1/200 scale. Everything is working except the searchlights; Ozzie couldn't find bulbs small enough to make them function. What does work: interior lights, props, rudders, catapult with its crane, rangefinder, cargo cranes, 5" guns, all the turrets, lights at the 14" gun muzzles. Ozzie admits he likes working the gizmos more than building the model. His modifications involve 13 switches, 11 motors, a lot of soldering and wiring, and careful thought in constructing hull openings to provide access for repairs and replacements. Ozzie pointed out that the paint on the tops of turrets 1, 2 and 4 was done in accordance with the plan instructions. This is accurate. Turret tops of the Pacific Fleet battleships were painted different colors for aerial identification prior to December 7th. In Arizona's case, this provided a perfect target for the fatal bomb that penetrated turret #2.



SHOW AND TELL



Tom Ruggiero showed his model of [HMS Liverpool](#) (1757). Since he is going to mast and rig the model, he had to pre-rig the main tacks and foresheets. He had to do this because they will go to a cleat that will be underneath the gang-boards. Tom will be putting a skylight in the quarterdeck so that all the work he's done below will be visible. He is puzzling about what to do with the jeers for the main-yard that belay to the rail at the break of the quarterdeck (see photo below).

Locating these will be impossible once the model is all together. The problem this presents is that, until the model is well along, the rigging lines will be hanging loose and prompting questions like "What's that for?" All the gratings are already made. These will be sectioned where possible, so that a single group of 3 gratings, for example, will be missing 1 of the 3 pieces to provide a view of the interior. Tom freely admits that this project has been a distraction from his *Echo* build.



SHOW AND TELL



Tony Alworth was up next. Tony mentioned that for years now, ladies visiting the Aardvark to do quilting would wander upstairs to the classroom where Tony always seemed to be working on something. Over the years, a few ladies have said to Tony "I have this old model at home and it's falling apart. Can you fix it?" Tony's invariable response: "It depends; I'd have to look at it" (good answer!). Well, the day before our monthly meeting, one of the ladies finally brought him the model shown opposite. It was made by her grandfather, sometime in the '70s. She now wants to give it to her son, but it has some problems. Although Tony plans to clean it up and do some minor restoration, he will not be totally stripping and rebuilding it. It's from a kit, Artesania Latina's 1/50th *Sanson*. Tony expects to spend a few days regluing the mast and reworking the rigging, fixing an anchor, refinishing the fenders, etc. One thing Tony noticed is that the deck appears to be individually planked (a pretty good job actually). The hull is planked as well.



SHOW AND TELL



Jim Lavelle brought a model of [USS Gunnel \(SS-253\)](#), the sub on which his father served in WWII. It's a work-in-progress. Jim had seen models of the boat in 1/300th scale, but could not find any add-ons in this size. At the last Joint Clubs meeting, he happened across a 1/144th scale version, a size which is supported by plenty of add-ons. Jim plans to use the hull and conning tower from the kit, but will most likely scratch build all the other parts or locate them in PE. He will be configuring the boat as it came out of the shipyard for its last war patrol, with a 5"/25 mount, a single 20mm Oerlikon forward and a single 40mm Bofors on the cigarette deck. Jim showed a wire bending tool he picked up at the annual NRG conference. He plans to use this to

bend ladder rungs, dimensions for which he got from the Bowfin folks. The kit is designed around a 1942 Gato-class sub, of which Gunnel was a member, although SS-253 ended up with a smaller conning tower after refits to reduce surface visibility. The paint scheme used was camouflage Measure 32/9SS, a design in multiple grays and black for boats operating in the Western Pacific in 1945. Jim plans to approach Ozzie about motorizing the periscope and perhaps some other fittings. As an aside, Gunnel's first skipper was LCDR John S. "Jack" McCain, Jr., father of Arizona Senator John McCain III. For some interesting old footage from the TV series "Silent Service" (remember watching this?), [click here](#).

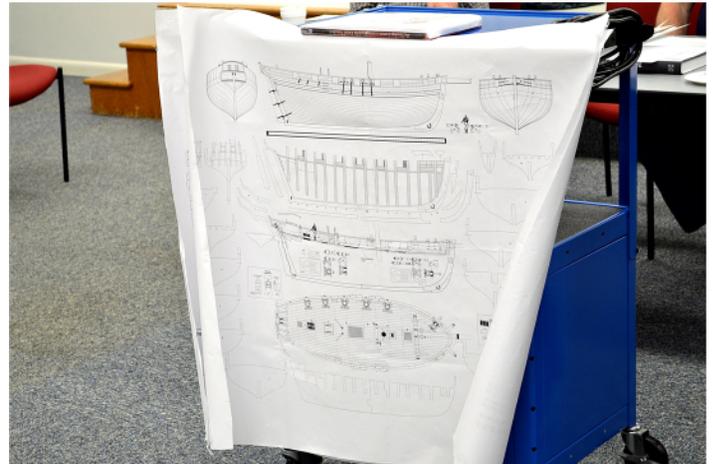
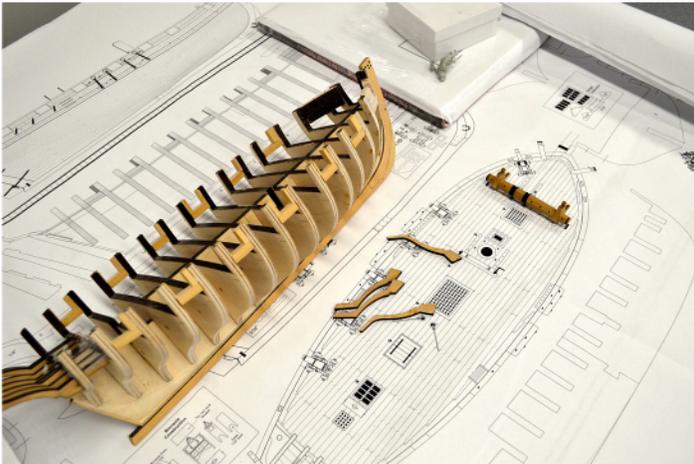


SHOW AND TELL



Next up was Chuck Passaro who showed his model of [HMS Cheerful](#), an 1806 revenue cutter with a distinctly dull career. Although Britain built hundreds of cutters, *Cheerful* was one of only two in her particular class. Chuck chose her because her hull was carvel (edge-to-edge) vs. clinker (overlapped) planked, the construction method used for all the other cutters. Original drafts came from the National Maritime Museum; they were more detailed than any other plans Chuck could find. He is using 1/4" thick aircraft plywood vs. the normal 3/16" common with Plank-On-Bulkhead models. Parts are being produced on Chuck's newly delivered 60-watt laser cutter which he controls from a laptop. With this

new toy, his scroll saw is beginning to "get a little dusty". Chuck passed around an assembled windlass, made from 65 individual pieces cut on the laser machine. Next step is to work on the stern frames; the model will then be ready to be planked. Material used is all boxwood. The cutter will have 10 gunades (guns on wheeled carriages) vs. carronades (guns on sleds) and 2 long guns. Chuck thinks this is the perfect first-time project for a scratchbuilder. Chuck uses medium viscosity cyano for all skeletal work, and for visible elements a white or carpenter's glue, which is easily cleaned with a wet brush.



SHOW AND TELL



Jeff Fuglestad brought three models to show, all scratchbuilt. The first is one he is constructing for a former work colleague who wanted “something for my living room”. Jeff offered this person several from his extensive collection but the colleague specifically wanted *Titanic*, and “not one of those plastic ones with too thick parts”. At 1/350 scale, Jeff’s model will be a little over 35 inches in length. Construction is ¼” lift glued to a centerpiece of pine. Jeff plans to include interior lighting. He was fortunate to find deck chairs and windows in 1/350 scale from Tom’s Modelworks. The plans he is using are very detailed.

Jeff’s second model was a catabout, a 15’ boat his wife used to sail when she was growing up. The catabout was

a cat-rigged/bermuda rigged sailboat designed by [Spaulding Dunbar](#) in the 1930’s. Dunbar was also involved in the design of the Elco PT boat in the late ‘30s/early ‘40s. The catabout has the same bow design as the Elco.

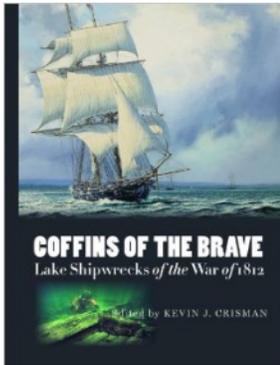
Jeff’s third entry was a [50/800 Marblehead](#). This one is based on a model built by Henry Schaeffer in the 1940s but currently falling apart due to wood and resin deterioration. Jeff copied the shape of the interior, made bulkheads and put laminated mahogany strips in place atop the bulkheads before laying deck planks. The rudder was made from Henry’s template. The keel is lead and weighs 17 lbs; the mast is almost 7’ tall. Jeff plans to sail his model (RC) when it is finished.



BOOKS AND PUBS



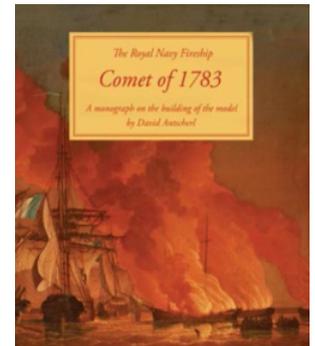
At the NRG conference, Jim Lavelle picked up a copy of *Coffins of the Brave – Lake Shipwrecks of the War of 1812* by



nautical archaeologist Kevin Crisman. This well illustrated book is available through Amazon and other Internet sources. During the War of 1812, a number of naval vessels were lost in the Great Lakes. Dr. Crisman has worked on a number of these wrecks. Because the Great Lakes are fresh water and the

temperatures at depth are very cold, many of these wrecks are in good condition 200 years later. Dr. Crisman and his crew have been able to make accurate drawings of many of these wrecks and in some cases, have salvaged parts from them. Some of the wrecks covered are the U.S. brig Niagara, British brig General Hunter, HM hired transport Nancy, and royal Navy schooners Tecumseh and Newwash. Several 3-decker ships are covered as well. The Crisman team did an interesting thing. They built a replica of Niagara, then shot a cannon ball into her sides. While the entry “wound” was a small round hole, the damage to the interior (and certain loss of life and limb) was devastating.

Tom Ruggiero brought a copy of *The Royal Navy Fireship Comet of 1783, a Monograph on the Building of the Model* by David Antscherl. The book describes a late eighteenth century [fire ship](#) built in a private yard for the Royal Navy. It provides a history of the ship as well as detailed descriptions for building a model of the vessel. This is a continuation of sorts of the series on Swan class ships. The book includes a detailed set of plans including the frames. Although Tom hasn't completely read it, he can say that it is well written and gives an excellent compilation of David's techniques and processes. The book covers the general differences between the fireship and the other Swan Class ships. The plans are very well done on good stock, but it is strange that they are separate from the book as they really do not fit with his other publications. There is no rigging plan, but you can find a Swan Class rigging plan in the fourth book of the Swan class series. The price of this book is a little steep but it's worth it just for the excellent history and instructions. What makes it even better is that the author presented a synopsis of it at the NRG Conference and autographed Tom's copy. There are a few glaring typos and one very light page, but otherwise, it is a very good reference.



USEFUL LINKS



[Click here](#) for photos of the NRG Conference, October Meeting and Echo Build.

[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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