



Volume 33, Number 8

Newsletter of the Ship Model Society of New Jersey

August 2015

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Our next club meeting is
September 22 at 6:45PM

ROSELAND PUBLIC
LIBRARY



AUGUST NOTES...

Tom Ruggiero thanks all who offered condolences for his father's passing, made donations in his memory, and attended the wake for Tom's dad. Since Thomas Sr. was a veteran, the family was able to arrange a military honor guard for the funeral.

At the August meeting, Ozzie Thalmann was presented with his traditional print copy of *The Broadaxe*, along with a reminder of Tom R.'s sworn mission to get him online at all costs. The monthly Ozzie/Tom dance has turned into a Clash of the Titans. Stay tuned for more...

Brought to the August meeting for raffle were 5 bags of Model Expo acrylic paint and a 1/72nd Airfix model of a WWII Hellcat. Chances continue to be \$1 apiece or (now!) 5 for \$4.

Since our meeting room will be tied up in December with the library's annual Lionel train layout, the White Whale auction will take place the 4th Tuesday in November (11/24). Auction rules will be reviewed at the October meeting. Jim Lavelle will approach the library staff about holding our December 22 meeting in the library proper, as we did in June.

If you have not yet paid your dues, mail a check to Ken Schuetz at the address listed on the last page of the newsletter.

The next Echo group build meeting is September 12th at Jerry Mann's house. This will be a wrap of the Echo project and a discussion about what comes next. Given that virtually all members have projects that are still "in progress", the proposal is to spend the next year finishing what we have started (group build or otherwise) before deciding on a new group project. This effort will involve a "This is what I'm working on", "This is what I've done", "This is what I plan to do" approach. A kind of 12-step process, as Larry Friedlander puts it, a series of monthly meetings with a structure, purpose, plan and mutual support from those who attend. This series of meetings will be open to all SMSNJ members who want to attend.

Thanks again to Tony and Sally Alworth for use of the Quilt Shoppe. Our next session there will be September 19th. The topic will be figure painting techniques presented by Larry Friedlander (see below for more information).

UPCOMING EVENTS

SEPTEMBER

- 12 - Echo Group Build wrap up, feedback and future planning session
- 19 - Aardvark Workshop - 10:00AM, 748 Speedwell Ave., Morris Plains: *Painting figures* by Larry Friedlander
- 22 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor

OCTOBER

- 17 - Aardvark Workshop - 10:00AM, 748 Speedwell Ave., Morris Plains
- 22-24 - NRG Conference, New London, CT
- 27 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor: *Bring a Model Night*

NOVEMBER

- 21 - 1-day show, National Lighthouse Museum, Staten Island
- 24 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor: *White Whale Auction*

On the Horizon

Joint Meeting in Annapolis
Tentative for the Fall

Upcoming Tech Sessions

Timber heads, fish cleats and thumb cleats by Tom Ruggiero (Sep)

AUGUST 25 MEETING

In attendance: 26 members and no guests. [Click here](#) for meeting photos.



OLD BUSINESS



Larry Friedlander gave a preview of the 3-hour figure painting workshop scheduled Saturday, September 19th at the Aardvark. There are 14 kits available, so sign ups in advance will be required. Larry has already purchased the necessary materials: top quality Vallejo paint, brushes, assembled figures, palettes, bases. All the figures will be primed and ready to go when attendees arrive. The emphasis of the workshop will be on technique rather than painting to competition quality.

NEW BUSINESS



Sad news... John D. Frisoli Jr., founder of Micro-Mark, passed away on August 21st. John, a resident of NJ and Florida, was an occasional visitor to SMSNJ meetings.

National Light House Museum in Staten Island. Mason Logie gave an update. The museum is now officially open and the staff have invited our club to do a 1-day show there on Saturday, November 21st, the weekend before Thanksgiving. Several members said they would like to participate. Tom R. asked Mason to make the arrangements and Jim Lavelle passed around a signup sheet. We will be featuring a static display of completed models and active work on builds-in-progress, as we have done in the past at South Street Seaport.

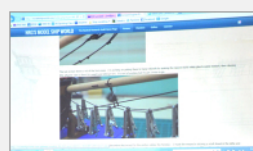
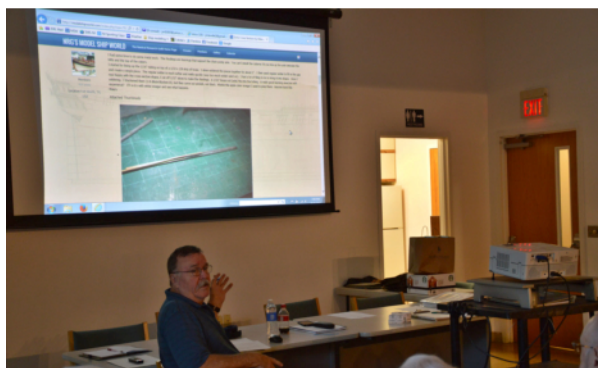
TECH SESSION

Jim Lavelle presented a session on using the Internet for research. He started by passing around reference sheets for later use if anyone should have any questions.

Jim's presentation centered on the [Model Ship World website](#), the finest single source for research on any topic associated with ship modeling. Site offerings run the gamut from build logs to sponsored group builds to clarification documents to paintings, drawings and photos. Build logs are especially useful, as these contain tips from others who have already started a project and can offer advice on pitfalls, what did and did not work, new ways of doing things, etc.

Throughout the presentation, Jim went through various methods to search for specific topics, follow and unsubscribe from specific build logs, set up email notifications as new logs are posted, start a build log, and many other techniques too detailed to mention here. Click the links opposite for a series of videos covering the entire presentation. Included are side comments from Chuck Passaro offered for clarification and illustration.

Although the quality of the videos is not the best, the narrative and the discussion of site navigation make them definitely worth watching.

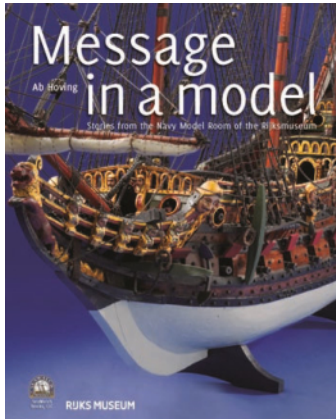


Videos of Jim's
Presentation

[Part 1](#)
[Part 2](#)
[Part 3](#)



BOOKS AND PUBS



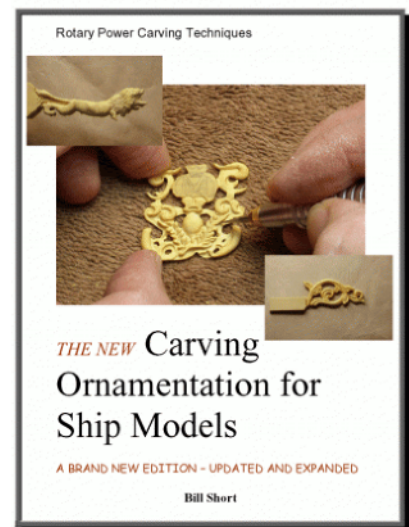
Dr. Steve Fletcher reviewed a Sea Watch book he had received from a friend as a gift. It was purchased while his friend was on a river cruise in Holland. *Message in a Model*, by Ab Hoving, is a book that was released in conjunction with recent renovations to the Navy Model Room at the [Rijksmuseum](#) in Amsterdam.

Ab Hoving is a well known ship historian and model builder. The models currently displayed at the museum were tucked away in storage for many years before the renovation. As part of the museum update, Hoving researched the background of many of these models and recorded the history of 54 of them in his book. [Click here](#) for more information, including some interesting photos.

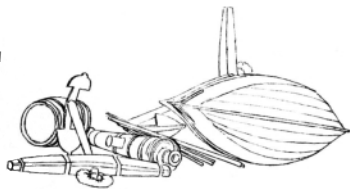
CARVING TECHNIQUES

Quality miniature carving is one of the most difficult tasks a ship modeler can undertake. Whether a figurehead, other bow ornamentation, a shield, stern-castle filigree or scratchbuilt ship's wheel, the challenge can be, well, challenging.

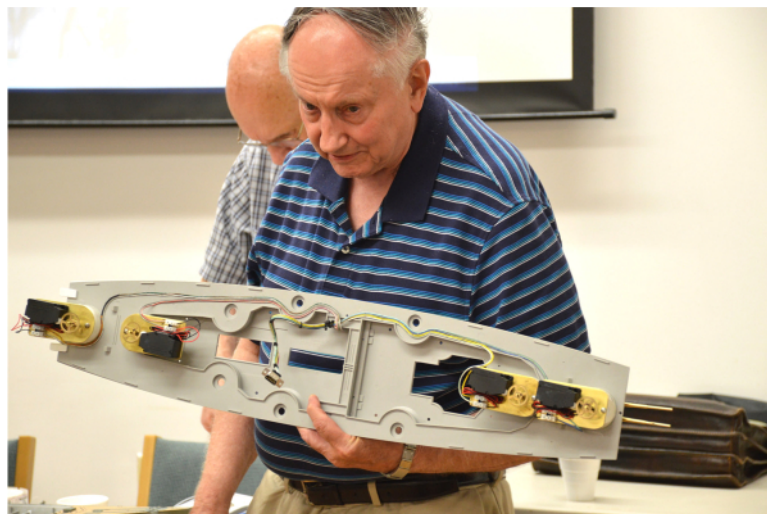
I was searching for newsletter ideas recently and came across an interesting website. <http://carvingbook.weebly.com/index.html> is a very simple site, basically an ad for a 61-page book in PDF format by Bill Short of Niagara-on-the-Lake, Ontario. The site provides an independent review, a sample page and photos of several of Short's projects, including the 1637 [Sovereign of the Seas](#). The illustrated work is available in both English and French versions (for those with a continental persuasion). Although I have not personally seen the book, it's something to consider if you have an interest in this area. See endorsements by our own Chuck Passaro and Jim Lavelle ([click here](#)).



SHOW AND TELL



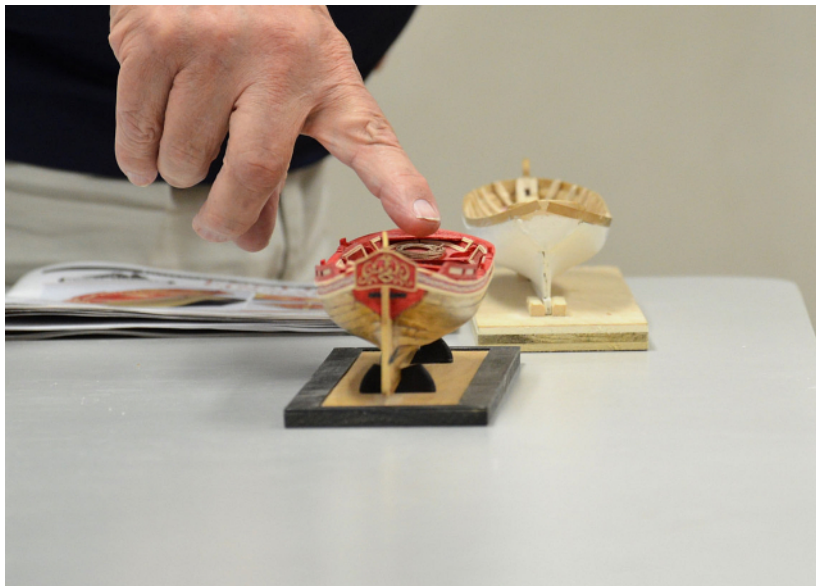
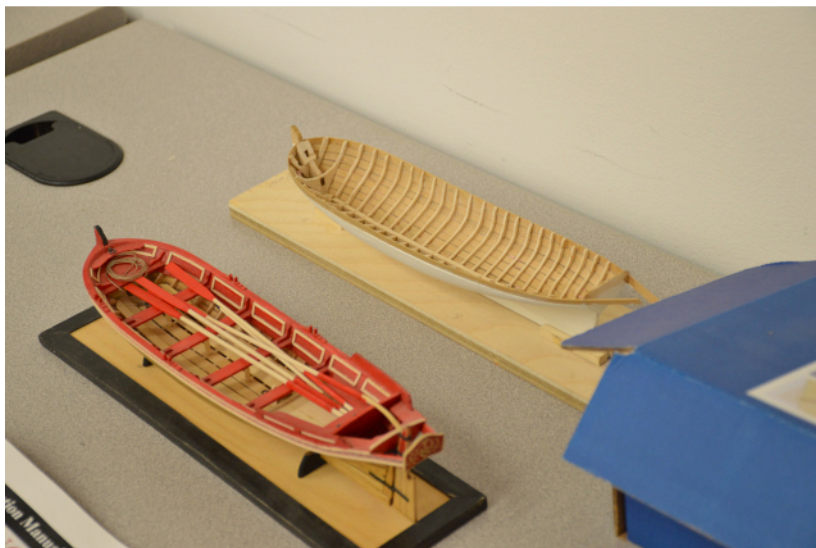
Don Otis showed a 1/200 *Bismarck* by [Trumpeter](#) that he is building for his grandson. He is collaborating with Ozzie Thalmann on the project, and we all know what that means: miniature motors and, of course, the signature control box with multiple switches. Whereas Ozzie's 1/200 *Bismarck* features internal lighting, rotating radars, motorized rudders, cranes, catapult shuttles and turrets, Don's version will only feature working turrets and 2 rotating propellers. The main battery barrels in Don's *Bismarck* do not elevate, as this would be too complex a process to engineer. The switches in the control box snap to an off position when released to prevent the motors from burning out, and the deck has been cut at strategic points to allow access to the internal wiring and mechanics. Don suggested that we might want to do this as a future club build.



SHOW AND TELL



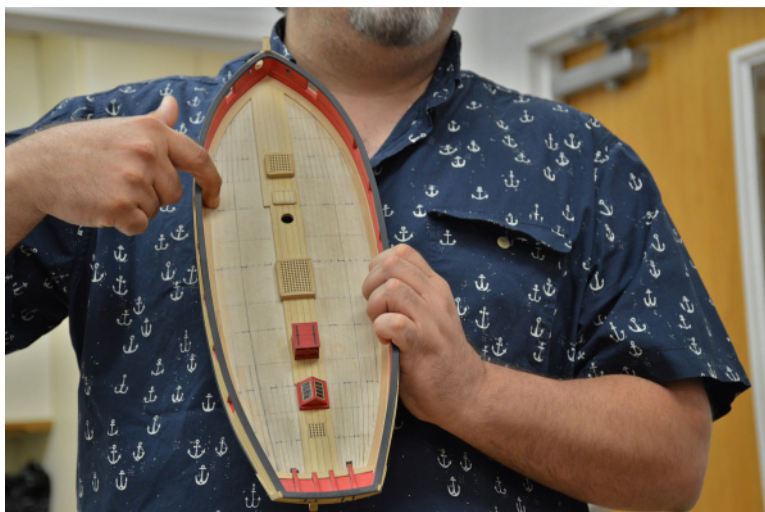
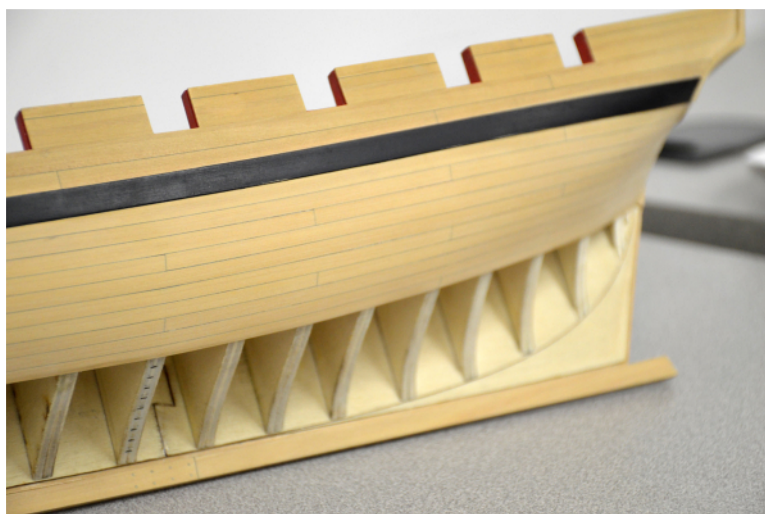
Barry Rudd brought 2 pinnaces. Why did he build two of them? "It's easy, it's fast, and I just enjoy building this particular model." On one of them, he thought he had made an error. No matter how he tried to fit the pieces, the stepladder to the aft most seating kept riding too high (see photo). So Barry checked with the kit designer (Chuck Passaro) and was advised to shave the frames to 1/16" to make all the parts fit correctly. That did the trick. Barry used a chisel to shave the frames, a delicate process with basswood. To plank the second pinnacle, Barry used boxwood. This left several gaps in the hull planking that he filled with [Bondo](#), a product he swears by. Bondo sands beautifully to a smooth edge with no chips; Barry applied it with an old credit card. The compound sets in about 20 minutes. Because he used Bondo, Barry painted the second hull.



SHOW AND TELL



Chuck Passaro discussed the progress he's made since the last meeting on his *HMS Cheerful*. He finished all the bulwark planking, put on the cap rail, created detail on the hawse plate and drilled the hawse hole. The bowsprit for the cutter will be on the port side of the stem. What Chuck wanted to demonstrate most, however, was the deck planking. Most modelers lay straight planking from bow to stern into the waterway. Prior to the year 1800, this is not correct. Earlier construction methods called for curved decking – not exactly following the curve of the hull, but subtly rounded nonetheless. In this type of construction, instead of nibbing the decking into the waterway one creates [scarf joints](#). This requires a plan and the use of tick marks to ensure proper taper at the bow and stern. The method used is exactly the same as the one Chuck explained in the video on planking ([February 2015 Broadaxe](#)). Chuck used a piece of thin tape and ran it down the entire deck to break the deck up into two belts, then eyeballed everything to make sure the curve was the same on both sides.

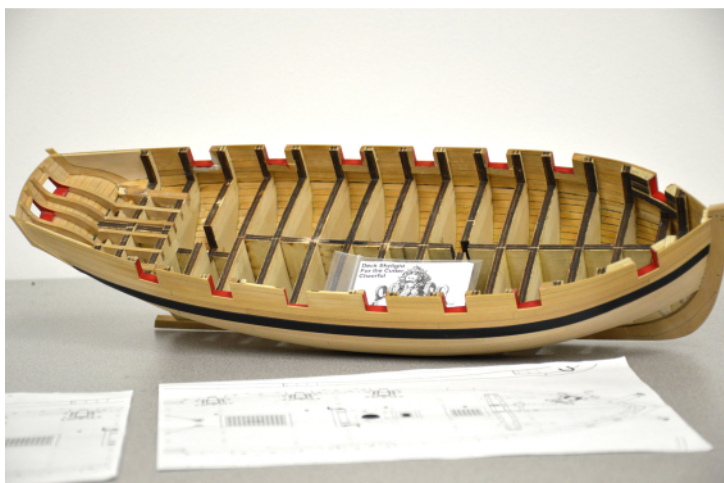


SHOW AND TELL



Mike Rogers reviewed the latest work on his *Cheerful*. Unfortunately, he dropped the model and has been spending a fair amount of time fixing it. He is currently in the process of redoing the fashion pieces. This initially presented a real challenge. Since the wales were already on the boat, he couldn't get the bend he wanted and had to redo entire sections. In doing this he came up with a somewhat unconventional procedure. He boiled the basswood pieces for

20 minutes, then clamped them to the hull. Mike allowed the pieces to dry, then released one clamp at a time, glued underneath it, reclamped it while the other clamps were still in place, and continued the process up the hull. This made it easy to attach the fashion pieces. Mike uses [Elmer's Carpenter's glue](#) which he prefers to CA for its bonding strength. It goes deeper into the wood and he has found that it sets up in as little as 10 minutes.



USEFUL LINKS

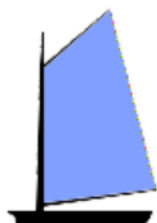


[Ship Model Society of New Jersey website](#)
[Example of website resources](#)
[Past issues of The Broadaxe](#)

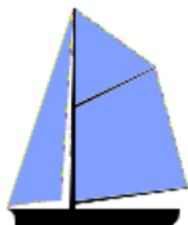
[Links to resources and other clubs' newsletters](#)
[Club lending library](#)
[Model Ship World](#)

A GUIDE TO SMALL BOAT SAILERS

A single masted sailer is a single masted sailer, right? Not exactly. Single masters might be the most popular wind powered boats in the world, but they come in a variety of sail configurations, each with its own unique performance characteristics. Below is a guide to single masters that you might find useful in picking the next model you decide to build.



Catboat: a sailboat with a single mast and single sail, usually [gaff-rigged](#). This is the easiest sail-plan to sail, and is used on the smallest and simplest boats. The catboat is a classic fishing boat. A popular movement among home-built boats uses this simple rig to make "folk-boats". One of the advantages of this type is that it can be rigged with no boom to hit one's head or knock one into the water. However, the gaff requires two [halyards](#) and often two [topping lifts](#). The weight of the gaff spar high in the rigging can be undesirable. The gaff's fork (jaws) is held on by a rope threaded through beads called trucks (US) or [parrel beads](#) (UK). The gaff must slide down the mast, and therefore prevents any stays from bracing the mast. This usually makes the rig even heavier, requiring yet more ballast.



Sloop: a [Bermuda](#) or [gaff mainsail](#) lifted by a single mast with a single [jib](#) bent onto the [forestay](#), held taut with a [backstay](#). The mainsail is usually managed with a spar on the underside (boom). One of the best-performing rigs per square foot of sail area and is fast for up-wind passages. This rig is the most popular for recreational boating because of its potential for high performance. On small boats, it can be a simple rig. On larger sloops, the large sails have high loads, and one must manage them with winches or multiple purchase block-and-tackle devices.



Cutter: A small single-masted ship with fore-and-aft rigging on its only mast and with two or more headsails; frequently a bowsprit as well. Better than a sloop for light winds, it is also easier to manage, due to the sail area being split between smaller sails which require less force to trim as compared to the larger single jib of the sloop. The mast is located at about 50% of boat length.



Gunter: a rig designed for smaller boats where the mast is often taken down. It consists of a relatively short mast (usually slightly shorter than the boat so that it can be stowed inside) and a long gaff (often only slightly shorter than the mast). However, rather than the usual trapezoidal shape of a gaff sail, it is triangular, like a Bermuda rig. This allows the gaff, when hoisted, to pivot upwards until it is vertical, effectively forming an extension to the mast. Thus a decent-sized sailing rig can be added to the boat while still allowing all the equipment to be stowed completely inside it. The popular Mirror class of dinghy is gunter rigged for this reason.



Proa: constructed using stone age tools, variations on the [crab claw sail](#) rig on various sized open ocean canoes carried the Pacific island navigators on regular long range trips. Both ends are alike, and the boat is sailed in either direction, but it has a high windward side and a lower leeward side supported by an outrigger.



Sunfish: a variation on the proa with a single unstayed mast and a single sail, which uses upper and lower spars like a [crab claw sail](#) but which pivots around the mast like a [lateen](#). The usage of two straight spars allows for the sails to be cut straight without any camber factored in, making the sails considerably simpler to manufacture.

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 Roseland Free Public Library, 20 Roseland Avenue, Roseland, 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 Olie 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 Steve or Chuck Passaro because if it is, you won't get *The Broadaxe* and member bulletins. You can eliminate the filtering by adding Steve and Chuck's email addresses 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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