



Volume 33, Number 7

Newsletter of the Ship Model Society of New Jersey

July 2015

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Our next club meeting is
August 25 at 6:45PM

ROSELAND PUBLIC
LIBRARY

Tech Session: *Using the
Internet for Research*

JULY NOTES...

Joint meeting at Annapolis. There is nothing new to report. This is still something we would like to do, but no firm plans have been made as yet.

Tech sessions. As of July, we have almost a full plate to the end of the year. Scheduled this month: a presentation on the [Staten Island National Lighthouse Museum](#) by its Director, Linda Dianto. In August, Jim Lavelle will be speaking about using the Internet as a resource for product sourcing, information sharing and research. In September, Jim will discuss flag painting techniques he learned at a David Antscherl workshop (see last month's *Broadaxe*). October is "Bring a Model" month, and in November we will conduct our annual "white whale" auction (In December, the library has its annual Lionel train display in the room where we meet). This only leaves December open. Any volunteers?

The Echo Group Build has reached a crossroads. All those participating have come to a point where, at various stages of completion, they are finished with the project. See below for further discussion and a proposal for moving forward.

There were no items brought for the auction this month. Larry Friedlander suggested that Jim Lavelle enter the bottle of Coke he brought to the meeting. Jim's reply: "No, I need that".

Speaking of Jim, he put in a nice plug for attendance at the monthly Quilt Shop meeting. In his words "Some of us get more done there in those 3 hours than in the rest of the month...there's always coffee and donuts, and it's a good time".

Our condolences to Tom Ruggiero on the loss of this father, Thomas Sr. Tom's Dad passed away in Connecticut. He was a WWII veteran, a landing craft skipper who saw action at Normandy and in the Pacific. A burial, complete with military honors, was held in Danbury, CT. May he rest in peace.



UPCOMING EVENTS

AUGUST

- 15 - Aardvark Workshop - 10:00AM,
748 Speedwell Ave., Morris Plains
- 25 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor
- NO Echo Group Build in August**

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

On the Horizon

Joint Meeting in Annapolis
Tentative for the Fall

Upcoming Tech Sessions

Internet Searching by Jim Lavelle (Aug)
Flag Production by Jim Lavelle (Sep)

JULY 28 MEETING

In attendance: 22 members and 1 guest: Linda Dianto, Director of the National Lighthouse Museum in Staten Island. [Click here](#) for meeting photos.



OLD BUSINESS



Repair of "USS Houston (CA-30)". Ozzie Thalmann has completed the model restoration project for the Veteran's Hospital in Lyons. Come to find out, the ship in question was not *Houston*, but [USS New Jersey \(BB-62\)](#) in WWII trim. Repair of the model is finished; Ozzie is just waiting now for a new case to be completed. See "Show & Tell" for more information. The project was sponsored and funded by 2-time attendee Frank Summers.

L'Hermione. In June, four of our club members visited the vessel in Philadelphia. John Maughan remained after the others had left and attended a 1-hour cocktail reception on the main deck of the ship. Unfortunately for some of the guests, tar from the ropes attached itself to their evening wear during the reception! After the reception, attendees were bused over to a local tavern where there was a reenactment of the original meeting between George Washington and the Marquis de Lafayette. An interesting fact: the tools used to build the second *Hermione* were recreations of the originals and had to be specially made for the most part. No power tools were used in the ship's construction, and the original [ropewalk](#) was utilized for the vessel's rigging lines. Not that there weren't some concessions – for safety reasons, *Hermione* has auxiliary power (engines), and it's reported that there are individual bunks below for the crew as well as flushing toilets and microwave ovens. Whereas the original was built in 9 months, the recreation took 17 years to complete!

Tech Session. Larry Friedlander is planning a September 19th workshop at the Aardvark on painting scale figures. About a dozen members indicated they would be interested. Larry circulated a sheet for signups – he needs a count because he will be supplying the materials: figures, paints, palettes, brushes, etc. One member said he is interested but cannot attend on the 19th and asked if a video of the session could be made. Larry said this could be done. He has a video camera but will need someone to act as videographer, as he will be busy with the demo. Larry will be using wet palette techniques (which he will be demonstrating), a simple way to keep paints usable for a longer period of time. Larry will be priming the figures beforehand, leaving more time for

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OLD BUSINESS



the painting process and an explanation of techniques, such as producing shadows and highlights.

Echo Cross Section. At the July Quilt Shop meeting, a discussion arose about group builds. *Echo* appears to have run its course. It is the third group build we have taken on as a club (the others being *Hannah* and *Pinnacle*) and, across those participating, all 3 builds are in various stages of completion. The thought was it might make best sense to take a year to concentrate on finishing what has been started among the 3 builds rather than beginning a new project, using the Quilt Shop as the venue.

September or October could act as the baseline, with the next 12 months dedicated to "catch up". This could be extended to "home" projects as well as group builds.

Larry Friedlander suggested that each member map out a specific plan with a timeline, making use of the talents and expertise of others. "Bring your model in, tell us what you need to do to complete it, set an agenda and let's get some stuff done." This approach will be the topic of discussion at the September 12th group build meeting (there will be no group build meeting in August). Those who show up will have a say in how it all fleshes out.



NATIONAL LIGHTHOUSE MUSEUM PRESENTATION

Linda Dianto was a special guest at our July meeting. Linda has served as President, and is currently the Executive Director, of the National Lighthouse Museum located in Staten Island. For the past five years, Linda has devoted her energies to the cause of reviving the National Lighthouse Museum and advocating to maintain its presence on Staten Island. Largely due to her efforts, the museum is scheduled to open on August 7, 2015.

The museum is located in St. George, S.I., by the ferry terminal in the Northeast corner of the island. Its creation was the result of a search for a national lighthouse museum among 16 contenders (there are around 600 lighthouses within the U.S.). Staten Island was in the mix because it was the designated U.S. Lighthouse Service General Depot, the center of lighthouse operations for the whole country from 1864 to 1939. During its heyday, there were 18 buildings on the site (there are only 6 now), along with assistant and primary lighthouse keepers and lighthouse architects. The Staten Island location was also chosen for its potential tourist trade, made all the more attractive by the [New York Wheel](#) near the ferry terminal (at 630

feet, The New York Wheel is the tallest "observation" [Ferris] wheel in the world). A short distance away from the museum is Richmond County Bank Ballpark, home to the [Staten Island Yankees](#), a minor-league affiliate of the New York Yankees.

The entire museum project has been in progress for almost 20 years, slowed by the mechanics of large city bureaucracy. It was initiated during the Giuliani/Pataki era, and supported to the tune of \$7 Million by the

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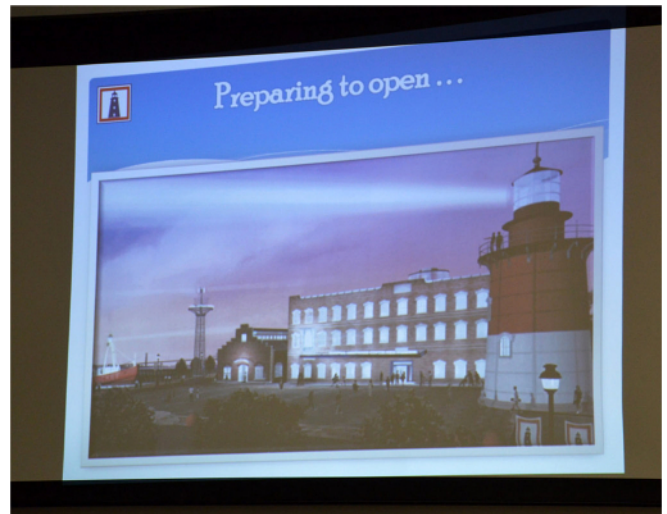


ordinary citizens of Staten Island. Linda took on the project largely because of the enthusiasm of her late brother, a strong proponent of the museum. Between 1998 and 2009, the project barely made any progress. Linda then picked up the reins and accelerated the pace, rewriting the charter in the process, creating a new Board and starting to raise money – for 4 years from her kitchen table. One of the fund raising projects was the Wall of Lights, a collection of 300 model lighthouses. 175 of these were sponsored at \$1,000 each, and these funds helped with the opening of the museum. Another fundraiser was, and continues to be, lighthouse boat tours. In addition to the museum, the site will house stores, condos and a hotel. The hotel will feature restaurants and convention facilities, always a good draw to visitors. An interesting fact – all items at the U.S. Lighthouse Service Depot were stamped with the designation "USLHS": bells, dustpans, clocks, dishes, etc. Museum staff are constantly on the lookout for artifacts carrying this designation to put in the museum.

One of the most unusual lighthouses in our area is one perched atop a building at 950 University Avenue in the Bronx, not far from Yankee Stadium.

Lighthouses in the U.S. are divided into districts. The Staten Island Lighthouse is in the Third District, one that also includes the [Statue of Liberty](#), also considered a lighthouse. The Statue of Liberty was the first electrified lighthouse, although a not very effective one.

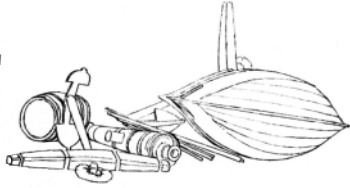
There are several vessels that are synonymous with lighthouses. One is [Ambrose Lightship](#) which is currently at the South Street Seaport Museum. There have also been multiple [Nantucket Lightships](#) that once marked the hazardous Nantucket Shoals south of Nantucket Island.



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](#)

SHOW AND TELL



Don Otis was up first with his Model Shipways *Phantom*. *Phantom* was a New York pilot boat of the late 19th century. Don picked the kit up a few years ago when Model Shipways said they were eliminating solid hull offerings. This particular model is going to a surgeon who has operated on both Don and his wife. Don put on only 3 of the sails and sealed their hems with a product called [Heat 'n Bond Ultrahold Iron-On Adhesive](#). No sewing! The sails themselves are polyester. *Phantom's* base came from the [Victory Frame Shop](#) in Lafayette, NJ.



SHOW AND TELL



Ken Schuetz discussed his scratchbuilt model of the 96-foot yacht [Principia](#) that he built in 1997. He brought the model at the urging of Jim Lavelle, who had seen it at Ken's house when they were searching for a new home for the club. Ken was somewhat reluctant to bring the model to a meeting, as he had showed it previously. Jim convinced him to provide a repeat viewing for the "new guys". A good thing.

A little history... In 1995, Jim Caulkins, a former member of the club, sent Ken a picture of *Principia* from the cover of the magazine [Wooden Boat](#) with the comment "This is a Schuetz model". Ken filed it away for the future. At the time Ken subscribed to the journal [Steamboat Bill](#). A year later, Ken and his wife attended a Steamboat Bill meeting in Philadelphia. The meeting included a trip along the Delaware aboard *Principia*, and Ken fell in love with the vessel, which had just come back from rehab in Stonington, ME. She was then owned by the [Philadelphia Maritime Museum](#). Ken asked museum personnel if they had any ship plans for *Principia*. The answer was "No, but we hope to get them". The staff member took Ken's contact information and a year later called to let him know that plans had arrived. Ken immediately went down and purchased them.

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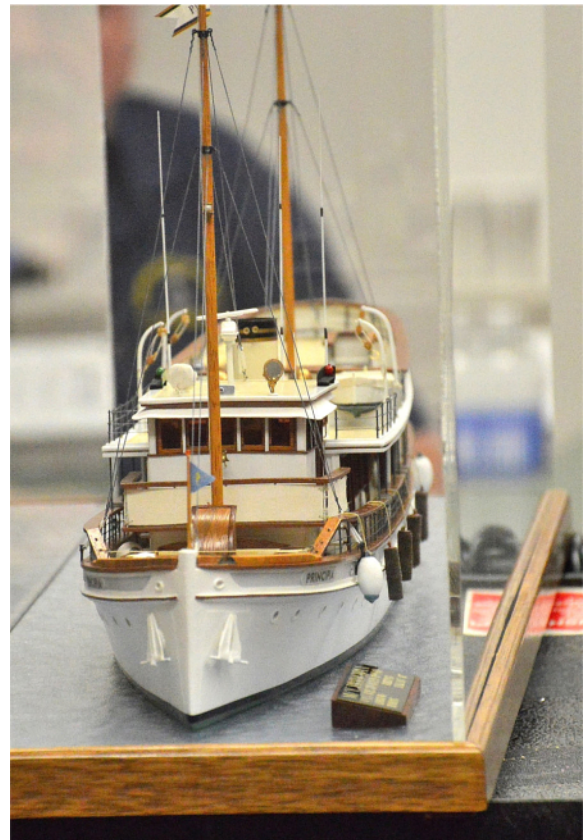


SHOW AND TELL



Principia was built in 1928 in the State of Washington for the President of Principia College. The President used it for many years before the Coast Guard appropriated it during WWII and used it for patrolling up and down the coast. After the war, it passed to several buyers, among them the singer, John Davidson. It was eventually purchased by the Maritime Museum as a showpiece to advertise the organization and raise funds through charters. The museum bought it from Davidson for \$112,000. It was in such bad shape that it had to be sent to Stonington for refitting, an effort that cost an additional \$800,000. Following donation of a yacht called *Enticer* (a sister ship to the Presidential yacht [Sequoia](#)), the museum put *Principia* on the market for \$1.2 million. It was purchased, but further history is sketchy, and the latest Ken heard, it was being run for charter out of Providence, RI.

The model is built on a solid hull. Ken used 35mm color film for the tinted windows. He built the propeller by taking a shirt snap fastener, clipping off the outer ring and tweaking the projections. Tom R. pointed out an important step that Ken had taken to prevent the white metal fittings from deteriorating: a simple hole drilled in the case for ventilation. This provides an escape route for internal gasses that can attack and corrode these fittings.



Tom Ruggiero presented the next installment of his *Liverpool* build. Since the last time he showed it, he has finished all the plank sheers (railings) and has started putting the cap rail on the fo'c'sle and the timberheads. Timberheads are the tops of the ship's frames. During the period *Liverpool* was built there were no belaying pins, so builders would belay things to the heads of the timbers. Tom has used some modeler's license in constructing these, as the model is being built in a relatively small 1/96 scale. He is also working on the knightheads (bollard timbers) located on either side of the bowsprit – structures that provide additional support to the topsides planking at the bow.

Next things to do: fo'c'sle rail and belfry (where the ship's bell is located), several ladders and the 6 ports for the topside guns. *Liverpool* only carried 4 guns, but there were ports for 6 (3 each side). Tom does most of his work at the Quilt Shop (hint hint). Once the above is completed, he will start to work on channels and rigging. On the deck of the model was a figure from Thunderbird that Tom plans to finish after attending Larry Friedlander's workshop at the Aardvark on September 19th (hint hint). Tom expects to put at least 2 and possibly 4 figures on the model. Each cannon, by the way required 8-10 men to operate (pass the Right Guard!). Tom has been working on this model for nearly 15 years. Construction is solid hull with lifts.



SHOW AND TELL



Next up was **Ozzie Thalmann** with his review of the repair work he did on *New Jersey* from the VA Hospital. When the case was knocked over by a maintenance crewman, the model tumbled around inside, as it had not been bolted down. Most of the damage occurred to the masts and other upperwork structures. Ozzie did not do any painting, as he was unable to accurately match the paint color. He also did not do any upgrade work, leaving the model as it was

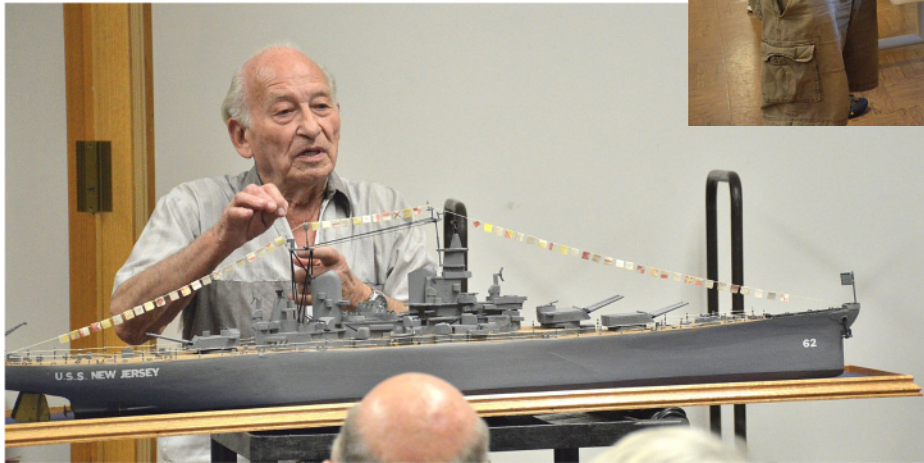
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SHOW AND TELL



originally constructed. He has a plastic case on order from Don Otis' friend in Lafayette (Victory Frame Shop). Ozzie received funds for the case, but he is donating his labor, as he is a veteran and wants to make the model look good for the facility. Tom R. believes this model is the old Sterling kit built out of the box. Scale is 1/190.



SEAFARING 101: GETTING FROM POINT A TO POINT B

It's been a challenge since the first day a human being put to sea. How do you find a distant landmark when you can't see it?

Over the years, navigation at sea has evolved to such an extent that, today, a complete novice can tell you exactly where he is in the middle of the ocean at any given time. And all it takes is a hand held device that costs less than \$200.

Of course, it wasn't always like that.

Perhaps the earliest form of open ocean navigation was developed by the Polynesians. In an effort to travel between Pacific islands separated by thousands of miles, their methods relied on the observation of wave action, motion of stars, weather and the movement of wildlife species. More scientific methods began to appear in the Middle Ages and were used in Mediterranean travel and explorations along the Atlantic coast of Africa. This was the age of the Spanish and Portugese explorations we recall from our grammar school days. The first recorded



instrument for navigation at sea was the [astrolabe](#), a refined version of an early Greek device used for land travel. The astrolabe was the fore-runner of the modern [sextant](#) and was based on the principle of the archipendulum employed in building the Egyptian pyramids.

Since then, "we've come a long way, baby". Today, methods to get us from one location to another while traveling the seas pretty much fall into the following categories:



SEAFARING 101: GETTING FROM POINT A TO POINT B

Non-Electronic:

Dead Reckoning. On the face of it, a very simple method, but one that can lead you far astray if you don't know what you're doing. Dead reckoning is basically advancing from one position to another using only a ship's course and speed. In its simplest form, it doesn't take into account such variables as leeway (wind vector), current effects and steering error. The more experience a person has, especially with the waters being traveled and assessment of the above variables, the more accurate this method is.

Where it is used: The open sea.

What's required: Charts of the area traveled, accurate speed logs, a calibrated compass, experience estimating variables.



Piloting. This is the use of landmarks to determine a ship's position, i.e., "taking a fix" on an object based on a bearing to the object. It requires visibility of a permanent natural or man made structure, such as a lighthouse, anchored buoy, mountain peak, radio tower, etc. The keyword is "permanent". The more objects that can be "fixed" at the same time, the more accurate the position plotted.

Where it is used: Coastal waters.

What's required: Line-of-sight to a permanent object, up-to-date charts, a calibrated compass (preferably attached to the ship's structure, as in a [pelorus](#)).



Celestial Navigation. This method uses the sun, moon, planets and stars to determine a ship's position. The primary instrument used in celestial navigation is the sextant. The principle on which celestial navigation operates is determining at what point a celestial object (sun, star, etc.) is above the rotating earth at a given point in time and measuring its height above the observer's horizon. That height can then be used to compute a specific line of position on a chart. By making several observations of different celestial objects in quick succession, the navigator can fix a ship's location by determining where the lines of position intersect. In addition to the sextant, the navigator needs an accurate timepiece (e.g., a ship's chronometer) and a copy of the Nautical Almanac with tables of celestial positions at various times during the day. A seasoned navigator can accurately determine a ship's position to within a couple of miles using this method.

Where it is primarily used: The open sea.

What's required: A sextant, [chronometer](#), copy of a [Nautical Almanac](#), determination of observer's height above sea level.

Benefits: Cannot be jammed, does not rely on a power source.

Limitations: Must have an observable horizon, requires experience taking fixes from a rolling platform, requires accurate identification of celestial objects.





SEAFARING 101: GETTING FROM POINT A TO POINT B

Electronic

Inertial Navigation. This is a form of dead reckoning that computes position based on input from motion sensors within the ship. Once the initial location is fixed, subsequent position is determined by processing data from sensors that continuously monitor acceleration along at least 3 axes. This compensates for such variables as drift and steering error. This method of navigation is used in submarines, which cannot use GPS when submerged.

Where it is used: The open sea.

What's required: Motion sensors, a computer to process input, current charts.

Benefits: Cannot be jammed or detected, not affected by adverse weather, does not need outside input.

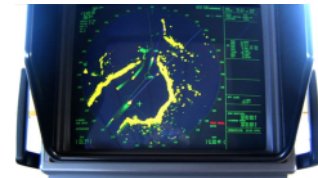
Limitations: Current position is based on previous position, therefore errors are cumulative.



Radar. Essentially, this is electronic piloting – being able to detect and identify permanently fixed objects on the screen. Advantages include continuous ranging, the ability to plot directly on the screen, and (for the most part), indifference to weather variables.

Where it is used: (for navigation) Coastal waters.

What's required: Radar antenna and screen, current charts.



Loran-C. Loran is a refinement of "Gee", a technology first developed by the British during WWII to aid blind landings following night bombing raids over Germany. Loran is a navigation system based on the difference in timing between the reception of 2 or more radio signals from fixed terrestrial locations. This difference in timing reveals the difference in distance from the receiver to the transmitting stations. With the location of the transmitting stations known, taking 2 measurements and plotting their intersection provides a position or fix. Loran has developed over several iterations since the mid-1940's. The only system still in use is Loran-C, shut down in the U.S. and Canada in 2010, but still operational in Europe and Asia. Its functions have been largely superseded by GPS.

Where it is used: The open sea.

What's required: Loran receiver, current charts, terrestrial transmitting stations.

Limitations: Electronic effects of weather and the ionospheric effects of sunrise and sunset, multipath interference at night.



GPS. Where would we be without it? GPS, or more accurately, Global Navigation Satellite System (GNSS), operates using time signals transmitted by satellite and captured by receivers capable of determining location, speed and direction anywhere in the world. Developed by the U.S. Department of Defense, GPS is officially named NAVSTAR GPS (NAVigation Satellite Timing And Ranging Global Positioning System). It is freely available as a public good. A parallel system developed by Russia (GLONASS) is the only other fully globally operational GNSS.

Where it is used: Anywhere.

What's required: satellite transmitter, GPS receiver, power source (AC/DC/batteries).

Limitations: Susceptible to jamming and intentionally false signals, needs a power source. Manual systems such as celestial navigation are recommended as a back up.



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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