



Volume 33, Number 6

Newsletter of the Ship Model Society of New Jersey

June 2015

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Our next club meeting is
July 28 at 6:45PM

**ROSELAND PUBLIC
LIBRARY**

JUNE NOTES...

It was the second time this year! 2015 Score:

Mother Nature **2** SMSNJ **4**
(Well, let's make that a 4.5)



It seems our June meeting was scheduled on the same day as the Roseland Library End-of-School-Year Celebration. This latter is normally held outdoors, but a torrential downpour put a "damper" on that arrangement. The large meeting room we normally occupy was needed to house the large number of youngsters who showed up for the annual event. Not a problem, as we were provided with a secluded corner of the library large enough to accommodate all our members – a bit cozy but it worked out fine. After the break, we were able to return to the large conference room. See meeting details below.

A reminder: dues are due. Tom R. strongly urged members to "pay the man" at the break. The consequences of not doing so were in plain sight. On the top shelf of a nearby bookcase were heads (sans body, that is) of a number of individuals. It wasn't immediately clear if these belonged to former non-paying members, but a word to the wise, nonetheless...

On the other side of the "coin", the Club treasury is issuing a partial refund to those who attended the Bahrs luncheon on May 9th. The reason: the menu changed from the one originally scheduled to something a bit less expensive. Thanks, Ken. Refunds are always appreciated.

Next Aardvark meeting is July 18th. As always, thanks to Sally and Tony Alworth for use of the facilities at the Quilt Shop. Although sometimes we only have a few members in attendance, those who do come always have a good time.

In the works are two tech sessions that Jim Lavelle is planning for the near future: one on using the Internet for research and another on flag production. Specific dates to follow.

SPECIAL PRESENTATION

At our July meeting, the normal tech session will be replaced by a presentation by Linda Dianto, the Executive Director of the [Staten Island National Lighthouse Museum](#).



UPCOMING EVENTS

JULY

- 11 - Echo Group Build
- 12 - Staten Island Boat Tour
- 18 - Aardvark Workshop - 10:00AM, 748 Speedwell Ave., Morris Plains
- 28 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor

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 build 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

On the Horizon

NRG Conference
October 22-24 (New London)

Joint Meeting in Annapolis
Tentative for the Fall

Upcoming Tech Sessions

Flag Production by Jim Lavelle
Internet Searching by Jim Lavelle

JUNE 23 MEETING

In attendance: 27 members and 1 guest, Bob Fineman from Delray Beach, FL (where Barry Rudd is moving in November). Perhaps Barry and Bob can start a new club there (!?). This was Bob's first visit. He is a full time Florida resident who has been building model ships for some time. [Click here](#) for meeting photos.

OLD BUSINESS



L'Hermione. Tom R. announced local ports-of-call for the French frigate: Philly from June 25-28 and New York from July 1-6. Tom, Roy Goroski, Barry Rudd, John Maughan and Charles Cozewith decided to visit the vessel in Philadelphia – better parking, more ships (including [USS Olympia](#), which is remarkably still afloat) and fewer people than New York. Philly also has an excellent [Seaport Museum](#) on site. Tom mentioned that visits require a ticket, but these are available online.

Ed. note: All those who went had a great time and got to view in person many details we routinely include in our models. For pictures from the trip, [click here](#).

Figure Painting. Larry Friedlander has been accumulating materials for this session. He will be demonstrating [wet palette techniques](#) using several scales of figures: 54mm, 28mm, and a slightly smaller scale. The latter 2 are entirely appropriate for 1/4" or 3/16" models, the scales in which many of us build. Consensus was that the smaller scale figures would be the better choice. The session will be held at a Saturday Quilt Shop meeting for approximately 3 hours, with a break. It will combine instruction with individual hands-on effort. About a dozen members said they would be interested in going. Larry is asking the Club to pay for brushes and paint from [Vallejo](#). He will circulate a guide beforehand providing background and outlining procedures and necessary materials. The session has been set for the September 19th Aardvark meeting. Larry has already ordered figures; he will bring them to the session ready, primed and mounted on a base. At the end of the meeting, the figures and all materials will be sent home with participants to be completed as needed.

Staten Island Tour. On June 23rd, Steve M. circulated information about the circumnavigation boat tour scheduled for Sunday, July 12th. In a discussion with the Director of the Staten Island Lighthouse Museum, Mason Logie secured an invitation to SMSNJ members to join the 11:00AM to 2:00PM tour circling the borough. Tom R. asked members interested in the tour to let Mason know at the break. 7 members raised their hands.

Continued on Page 3

OLD BUSINESS



Veterans Administration Hospital in Lyons. Frank Summers, a 2-time guest, has asked if any of our members might be interested in repairing a model of [USS Houston \(CA-30\)](#). The model, housed at the [VA Hospital](#), was damaged by a member of the hospital cleaning crew. Frank has agreed to pay for any repair costs. Tom R. suggested that we consider taking this on as a club project, with piece parts farmed out to various members as required. Preliminary information is that 2 turrets were knocked off and the model needs a new case. Ozzie Thalmann agreed to get in touch with Frank and meet him on site to personally assess the damage. Ozzie will then report back.

NEW BUSINESS



Larry Friedlander suggested that we raise the club dues and make a monetary contribution to the Roseland Library. Tom R. thanked Larry for the suggestion, especially since the library staff were so supportive of our club and accommodating following the Millburn incident. The situation at the June meeting (library effort to relocate us due to the weather and annual school end celebration) was a further indication of that support. The library has a book donation program to which we will contribute as a club. This can be done without raising the dues. We are also considering periodically doing a show and having people come in for a demonstration at the library. An interesting fact – when SMSNJ was looking for a place to meet in 1981 (year the club first started), the Roseland Library was one of the locations on the list. Ken Schuetz showed a copy of the latest *Broadaxe* to Terry, Admin Assistant to the Director of the library. She remarked that it was very professional.

TECH SESSION

This month's session was a discussion by Chuck Passaro about serving lines. Not many people serve lines for their ship models. It can be a long, tedious and frustrating process, but it does add a nice touch to the detail of the model. There are not a whole lot of rigging lines on a ship that require serving. The primary ones are the forward most lower shrouds, mainstay collar and jeer blocks. The trick in serving is to get the right size thread for the rope being served.



Serving is nothing more than wrapping a smaller line around a rope. This is done to protect the rope from chafing. For the demonstration, Chuck used a dark serving line and a light rope for contrast and a better view. By way of example, he passed a few pre-made samples around the room.

There are several ways to serve a rope. The easiest, quickest and most accurate way is to use a simple machine for the process. There are several on the market, all over the map in terms of complexity and price. The device is simple enough that a reasonably skilled modeler can easily make his own. Basics of a serving machine are a platform, gears, a thread holder and a hand crank (see photos). The trick is to apply the right tension (not too much) and maintain the correct angle (fingers slightly behind the serve) to ensure that the serving thread properly wraps around the rope.

Serving lines. The important thing to consider here is matching the size of the thread to the rope. Too often, the thread used is too thick and looks unrealistic. For example purposes, Chuck brought some [Gutermann's](#) product. He showed a 50 weight thread that might be used with a large rope. Other sizes available include 80- or 100-

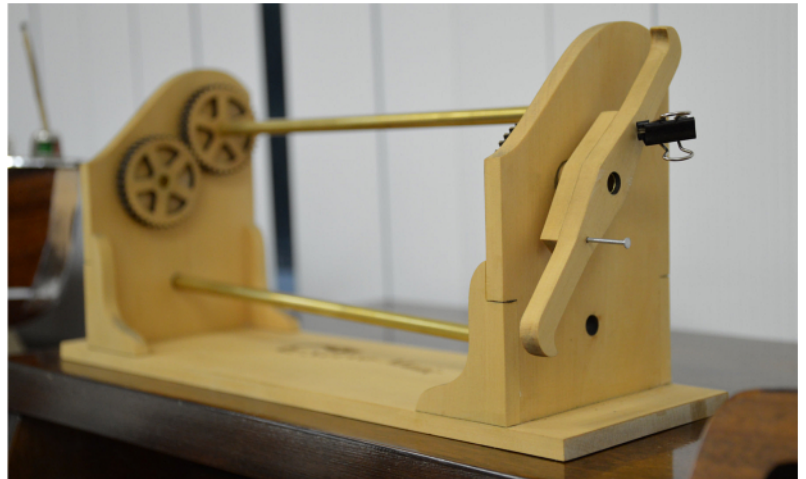
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TECH SESSION

weight (the larger the number, the smaller the thread). In many cases, though, even 100-weight thread is too thick. If this is the situation, an alternative is fly tying thread, or uni thread. This comes in a variety of colors and can be purchased in sizes thinner than a human hair.

In practice, the best way to serve a rope is to pierce the rope with a sewing needle, anchor the starting point of the serve with CA and snip it with a nail clipper. Chuck suggests starting the wrapping process slowly, and gradually increasing speed as you get confident about how it's going. For this reason, a manual crank is preferable to a motorized one. The process can proceed relatively quickly. When Chuck is done, he uses a drop of CA to secure the finish point and completes the job with a quick pass of a flame to eliminate the "fuzzies". The final step is painting the entire serve with a dilute solution of white glue or titebond to prevent its unraveling.

The machine Chuck used for the demo is one of his own design. He sells the unit for \$42. For a video of the presentation, [click here](#).



A HANDY TOOL FOR PLANKING

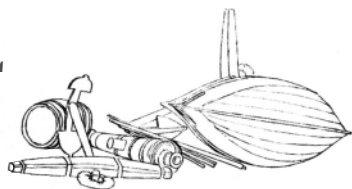
Rich LaRue brought several carpenters pencils sharpened in a unique manner (see opposite). When carved this way, they present a strong, wide, flat strip of graphite that's useful in detailing the edges of planking.



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



Tony Alworth brought a nice rendition of a Chris Craft, the progress of which Quilt Shop attendees have been following for some time. Tony's stepson, a pediatric physician, is a Chris Craft nut. A year ago December, when Tony asked him what he wanted for Christmas, his stepson said: "a Chris Craft runabout". Tony replied: "You buy the kit and I'll make it". So here it is a year and a half later.

The build was somewhat frustrating. Tony had never built a double hull model before (mahogany over basswood), but the quality of the wood provided was excellent which helped. The finish was a challenge, involving 7 or 8 coats of polyurethane with multiple sanding and steel-wool sessions in between. This is not the sort of build Tony normally does. But the model is finally finished and it will soon be on its way to West Virginia.

A little history about the boat. The original was 19' long with a 160hp Chris Craft (Continental) motor. The company started building these in 1947 and stopped around 1963. More of this model were built than any other Chris Craft.

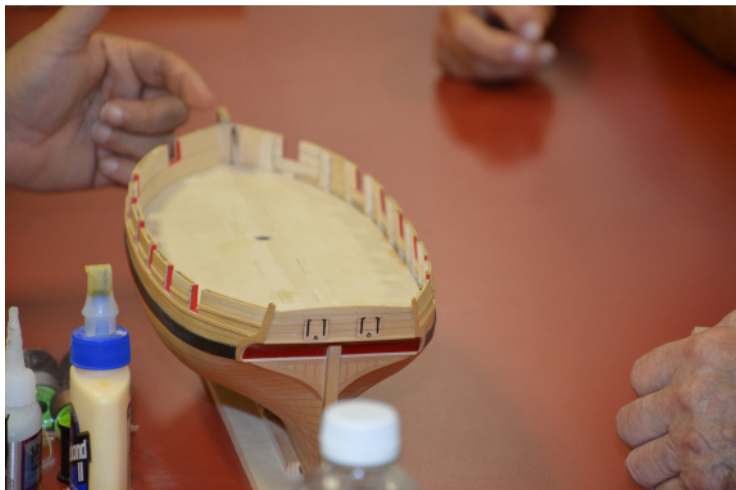


SHOW AND TELL



Up next was **John Marinovich**, in the initial stages of building the yacht [America](#). John's interest in the schooner goes back many years. In 1968, during a Mayor's cup race off the tip of Manhattan, John was aboard a spectator boat with a telephoto lens and 5 rolls of 36-exposure film. One of the race entrants was a replica of the original *America* built by Rudolph Schaeffer of Schaeffer beer fame. John shot 5 rolls of film and finally settled on 2 photos he wanted to present to Schaeffer. Schaeffer invited John to meet with him in the board room of his company, where he had remnants of the original *America*. Schaeffer also had a model of the vessel as she was fitted out when captured and refloated by the Union during the Civil War (having previously served as a blockade runner for the Confederacy).

John had the plans for *America* blown up. he wanted to build her as a sailing model, 3 feet in length. He started by steaming the ribs. Not having done this before or finding out the best way to do it, he decided to wing it and picked up 7 stitches in the process. The result was a box of steamed, rejected ribs. John eventually found the solution – use oak, instead of maple...much easier to bend. John has cut several new ribs now and is presently contemplating his next step – deciding on a method to do the steaming. "Should I use a wok with a bamboo steamer on top or a pressure cooker?" Can't wait to find out the answer to that one.



Chuck Passaro discussed progress on his *HMS Cheerful*. He didn't have much to talk about. He has the false deck down and has started planking the bulwarks, but has not done much else. Chuck did mention that getting the area by the square tuck correct can be a challenge if one has not attempted it before.

THE BATTLESHIP THAT NEVER WENT TO SEA

Most of us are aware that, over the years, navies have ordered ships and started them only to stop midstream. Notable examples are the Montana class battleships and 3 Alaska "Large Cruisers" of the 1940's. But did you know that the U.S. Navy built a battleship, commissioned it, staffed it with a captain and crew, and never put it in the water? It happened in 1917, and the vessel, *USS Recruit*, was on the rolls for 3 years.

Until early 1917, opinion on the war in Europe was strongly divided in the U.S. Jingoists, led by such people as former President Theodore Roosevelt, advocated direct American involvement in the war. Others, led largely by German and Scandinavian Americans, wanted the U.S. to remain neutral. In 1917, opinion started to shift toward a more aggressive stance. Unrestricted submarine warfare by U-boats and the sinking of the *Lusitania* in 1915 angered Americans. Explosions at munitions factories in Jersey City and Lyndhurst were suspected to be the acts of German saboteurs bent on punishing the U.S. for supplying the allies.

In all this, the Navy was not about to be left behind. The battles of Manila Bay, Tsushima and Jutland had all shown just how important a strong, modern Navy could be to a nation's defense. And so it came to pass that someone hatched the idea to build a recruiting station in lower Manhattan. Not just any recruiting station, mind you, but one that couldn't escape attention. Enter *USS Recruit*. A full size replica of a modern battleship of the day, it was constructed of wood and placed in Union Square in lower Manhattan. The "vessel"

was manned by its Captain, C.F. Pierce and 39 sailors from the Newport Training Station. The structure had a wireless compartment, full officer and doctor's staterooms and an exam room to screen prospective recruits. It carried cage masts, a conning tower and a non-working funnel. Wooden replicas of 14" guns in three twin turrets, ten 5" replicas in casemates and

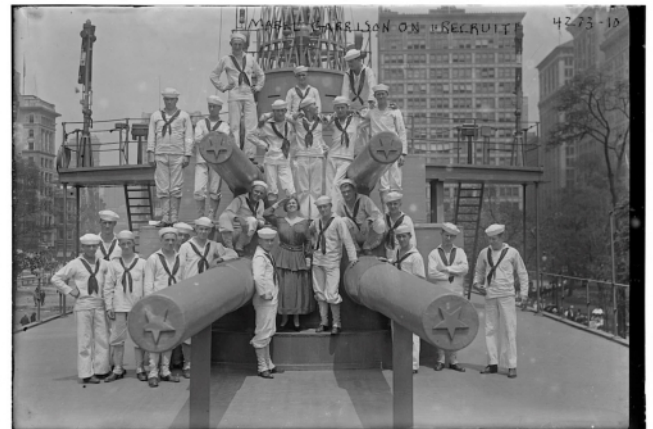
two saluting guns represented its armament. The August 1917 issue of *Popular Science* reported that sailors manning *Recruit* followed a normal routine, including scrubbing decks, doing laundry and attending class. The ship was used for many social events and functions, including dances for New York's socialites and such activities as patriotic speeches, a christening ceremony and visits from dignitaries. During its tenure, *The New York Times* reported that the ship helped the Navy recruit 25,000 men into the service — 625 times the size of her own crew, and enough to man twenty-eight Nevada-class battleships.

Following WWI, *Recruit* was decommissioned, and on March 16, 1920 she struck her colors. *Recruit* was dismantled for a move to Coney Island, where the Navy hoped she would continue

her success in recruiting civilians. The ship never made it to Brooklyn, and to this day, no one seems to know what eventually happened to it.

A little slice of Americana...





WORKSHOP REVIEW



Jim Lavelle recently attended a David Antscherl workshop on painting friezes and flags, an event he said was definitely worth the price of admission.

Jim explained that the workshop was well organized with multi-drawer tool boxes and nothing out on the bench except what was being worked on.

The first hour of David's presentation was about colors and how to mix them. David's color wheel was set up with the primary colors surrounded by variations from cool to warm tints, and arranged in such a way that the colors were muted, mimicking the way a real vessel would appear when viewed from a distance. David also went into a discussion on perspective and shading taking into account the direction of the light source. All

very interesting, but it was flag painting that Jim most wanted to see.

For flags, David uses silkspan, a material commonly utilized in RC aircraft. He takes a board and cuts a window out of it. Then he puts the window back in, wets the silkspan, and tapes it while it's wet so that it gets stretched out. When the silkspan dries, it pulls together. Then, when it's rewet, it's protected from wrinkling or buckling and becomes very realistic looking. Because silkspan is so thin, the colors painted on the front side go through to the back and produce a gauzy effect that Jim likes – so much so that he doesn't bother painting the backside. The cloth used for flags in the 18th century was an open weave material and this method effectively copies the look that prevailed during the period.

That being said, genuine silkspan is hard to find these days. Tom McGowan uses a substitute called "tissue", a very fine paper that produces the same effect. Jim buys his silkspan from Bluejacket. An interesting aside – in the center of the workshop David had a model of a fireship he is working on, a commissioned project. The vessel has been 3 years in the making and, although not completed, displays the fine craftsmanship David is famous for.

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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