



Volume 33, Number 3

Newsletter of the Ship Model Society of New Jersey

March 2015

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Our next club meeting is
April 28 at 6:45PM.

MILLBURN PUBLIC
LIBRARY

Theme:
Bring a Model



March Notes...

Tom Ruggiero encourages all members to opt for the online vs. print version of *The Broadaxe*. The online version contains multiple live links to articles, references, photos and videos not available in the printed copy.

Once again we say "Thank You" to Tony and Sally Alworth for use of the Aardvark Quilt Shop. Our next meeting there will be Saturday, April 18th.

We are still in the process of collecting data on join dates for all members. We already have several of these, but the list is not complete. If you have not already done so, please pass this information on to one of the Executive Committee members. If you only know the year, that's OK.

The next Echo meeting is at Tom R.'s house on April 11th.

Next month's meeting (April) is "Bring a Model Night".

Article I B.2 of the SMSNJ Constitution states that "Honorary Members shall be those persons whom the Society has chosen to honor by election to this class". At the April 24th meeting, Al Geigel was elected an Honorary Member in recognition of his Plank Owner (founding member) status and his many years of service to the club as an officer and tireless volunteer. Also elected was Stan Sinowitz, another long-time charter member and former officer who has contributed significantly to the club over the years.

A big "Thank You" to Dennis Powell who provides our meeting goodies. Contrary to popular belief, these confections don't just magically appear at the rear of the room each month. They are carefully hand picked and transported for our enjoyment during the break. Dennis is one more member who makes SMSNJ the great and valued organization it is.

Jason Clark's company, [Crown Timberyard](#), is up and running, and several people have already purchased wood from him. The quality of the wood provided has been excellent.

Coming to a port near you this summer... A replica of *L'Hermione*, the French frigate that brought General Lafayette to the colonies during the War for Independence. For more info, [click here](#). Thanks to John Maughan for the heads up and Barry Rudd for the link.

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UPCOMING EVENTS

APRIL

- 11 - Echo Group Build
- 18 - Aardvark Workshop - 10:00AM,
748 Speedwell Ave., Morris Plains
- 25 - Northeast Joint Clubs Conference,
New London, CT
- 28 - Monthly Meeting - 6:45PM,
Millburn Library, 2nd Floor

MAY

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

JUNE

- 20 - Aardvark Workshop - 10:00AM,
748 Speedwell Ave., Morris Plains
- 23 - 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 Meeting - Tentative
June/July 2015 (Annapolis)

Tech Sessions

None currently scheduled

Colorado transplant Bob Fivehouse responded to the letter sent him announcing his election as an Honorary Member with the following words:

"I received your letter about the club. I was overwhelmed by your kind words and thoughts about my tenure there. I never really considered

all those things we did together but I loved doing them and I'm glad I left a good impression. The Honorary Membership is truly an honor and I appreciate it from the bottom of my heart. Many thanks for this singular distinction. I do miss the club and its members being here so far away. My workshop here is being set up and I hope to get back to modeling soon. It's a different lifestyle but I'm getting used to it. It is good to see family on a regular basis. Say hi to the club members and if anyone gets out this way, be sure to look me up. I would love to see them. Be good and keep well. I will keep in touch."

Good news! All members are up to date with dues payments. This includes a back payment from Mike Ellison, returning from a 3-year hiatus. Welcome back Mike!

For photos of March events, [click here](#).

MARCH 24 MEETING

In attendance: 27 Members, 1 Guest: Mike Rogers from Mt. Vernon, NY. Jim Lavelle provided small, individual packets of WD-40 for the raffle.

OLD BUSINESS



The annual Joint Clubs Conference is being held on Saturday, April 25th. We have already selected a door prize, a Chuck Passaro Long Boat. Tom R. received an email from the Vice Admiral of the USS Constitution Model Shipwright Guild, this year's host club, asking for info on what we have planned for a table top discussion. Jeff Fuglestad has agreed to do a demo on small soldering.

During the month of March, Larry Friedlander circulated his recommendation for rewording the club's mission statement to be more inclusive, friendly and inviting. Larry's recommendation was reviewed by several members; the following was the final result:

"The Ship Model Society of New Jersey is dedicated to the pursuit and enjoyment of ship model building in all its forms.

Continued on Page 3

We welcome those who enjoy or would like to learn more about our fascinating hobby. Our membership spans all skill levels, from neophyte to highly accomplished and a wide range of interests, from gadget guru to historical recreator. Our meetings aim to share our collective wisdom and resources, and provide the opportunity to enjoy the company of other modelers. We invite you to attend and join the fun."

A motion was made, seconded and passed to adopt this as our new Mission Statement. Thank You Larry!

The date for the Bahrs Luncheon was set for Saturday, May 9th. Those who wish to attend were

asked to bring payment to the next meeting on April 28th. There will be a choice of 3 entrees. The club will most likely be subsidizing part of the meal cost, the exact amount determined by the figure set by Bahrs. An email will be sent with details once everything has been finalized.

Field trip to the Naval Academy. We will do it. Right now, it's just a matter of finding a good time. We're probably looking at a Saturday in the late June/July time frame. The day trip will have to be coordinated with Don Preul, Bob Giles, Jack Hudak and Grant Walker. We'll need to be there by 11AM which means we have to leave NJ by 6:00.

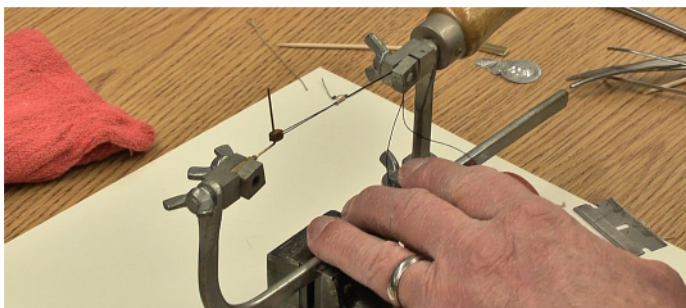
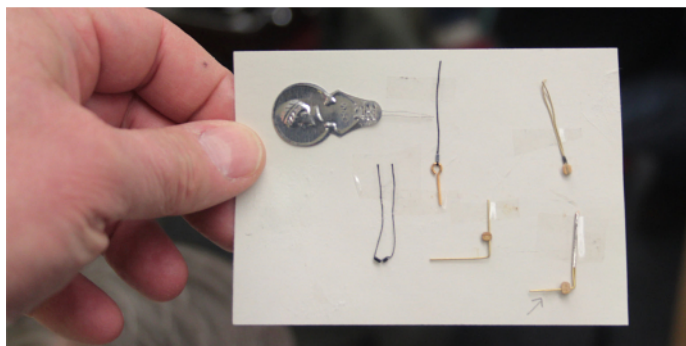
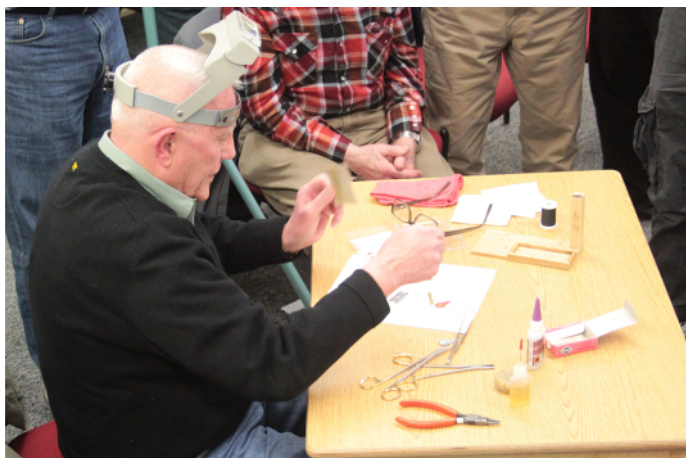
TECH SESSION



[Click here](#) for the video

Rich LaRue gave a presentation on seizing, a procedure he had seen online several years ago when he was building his first model ship. Seizings are a class of knots used to bind together two ropes, two parts of the same rope, or rope and another object. The method Rich demonstrated is called "zip seizing". It's a fast way to secure a line when modeling, particularly ideal for small scale applications and when tensioning stays. The materials required are few: a small jig, a #70 drill bit, CA, machine oil, seizing line and a needle threader. All very simple and inexpensive.

The process starts with coating the drill bit (embedded horizontally in the jig) with light machine oil, then wrapping the seizing thread about 10 or 12 times around the bit. The next step is placing a drop of CA on the coil, blotting any excess and letting the CA dry. Although the machine oil tends to prevent a permanent bond between the thread and bit, it may be necessary to give the coil a gentle left/right twist with a small pliers to loosen it. Following this, the coil is snipped, removed from the bit and carefully trimmed of any excess thread at its beginning and end points. The line to be seized is next threaded through the coil using a standard needle threader, looped through its attachment point on the vessel and then threaded back through the coil. Once this is done, the coil or "seizing" can then be snugged up against the attachment point and secured with CA. The same procedure can be used with blocks. Especially useful when seizing blocks is the use of a jewelers saw mounted upside down without its blade and secured in a vise. This provides a good platform for holding and tensioning the block and the line being seized.



NEW BUSINESS



Tom R. received an email from Nic Damuck, proprietor of Bluejacket Shipcrafters and an NRG Director. There is a woman on Long Beach Island who wants a model of the *Lucy Evelyn*, a schooner that grounded on LBI and was destroyed by fire in 1972. Nic had provided a price to the resident, but it was too much, and Tom asked if anyone present wanted to build a model for her. There is no commercially available kit for the *Lucy Evelyn*, but Bluejacket sells a 3 masted schooner that could be kit-bashed to match the vessel and there are many good

quality photos on the internet. No one expressed interest, but Tom has contact and offer information should someone change his mind.

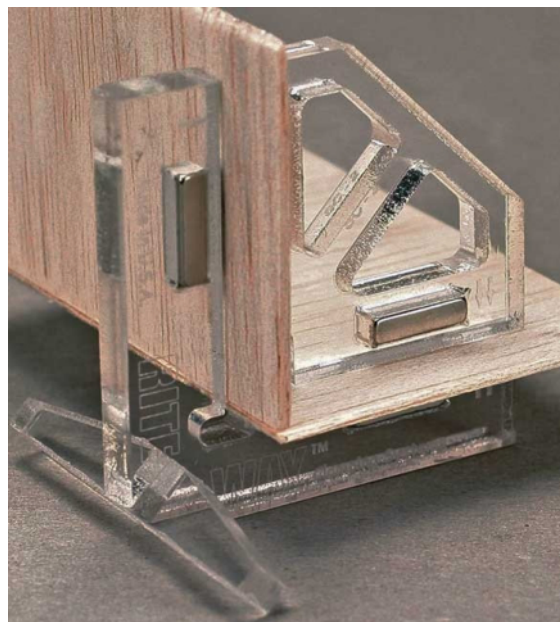
Jim Lavelle passed around sheets and asked that attendees fill them out indicating what they are interested in *presenting* in a tech session and what they might want to see in the way of a tech session. Tom reminded the members that a presentation doesn't need to be long or involved or include paperwork. A good example was this month's Seizing session put on by Rich LaRue – informative and thorough but not complicated and drawn out. Presentation can be shared among several members – sessions don't need to be done solo. Presentation is a duty of membership, and per the Constitution, the President and Vice-President can assign someone to conduct one. The Ohio club does this. Tom doesn't want us to do that, but we'd like people to participate. The goal is to come up with a full year of tech sessions so these can be put in *The Broadaxe* for planning purposes. Nothing is too simple or basic. Even if someone has already seen or used a technique, a refresher is always welcome, and there's a good chance we can learn something new.

TOOL TIME

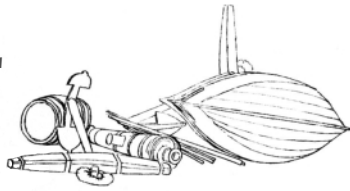
Larry Friedlander explained his process for annealing sheet copper. He starts off by removing any rubber backing from the sheet using 91% isopropyl alcohol. Next he softens the copper. This can be done by heating it in the oven (sheet copper) or holding it over a gas flame (copper tubing) and then cooling it quickly in water.

Larry also showed a device called the Rite-Way Magnetic Clamp System. This is a tool helpful in assembling pieces such as hatch cover coamings at precise right angles. Although designed for HO and O scale railroad constructions, it works well in nautical applications. Rare-earth super magnets (embedded in the clear-plastic clamp components) attract each other through even thick work pieces and hold with up to 14 pounds of force. The tool is available from Micro-Mark and other suppliers at a price of \$20-\$25; [click here](#) for a video of how it works.

Jim Lavelle brought a couple of miniature clamps he had built from scratch. His advice? "Don't do it!" The cost in \$ is minimal, but the time required is HUGE. Each screw is half left hand/half right hand threaded. You can't find these – you have to make them. The screws are 5-40 and work with 1/8" bar. The right hand dies are easy to find and inexpensive; the left hand dies are \$21! The taps run \$7-\$8. Jim bought three of them. Good thing. Two of them broke. All told, making each clamp takes about ½ hour.

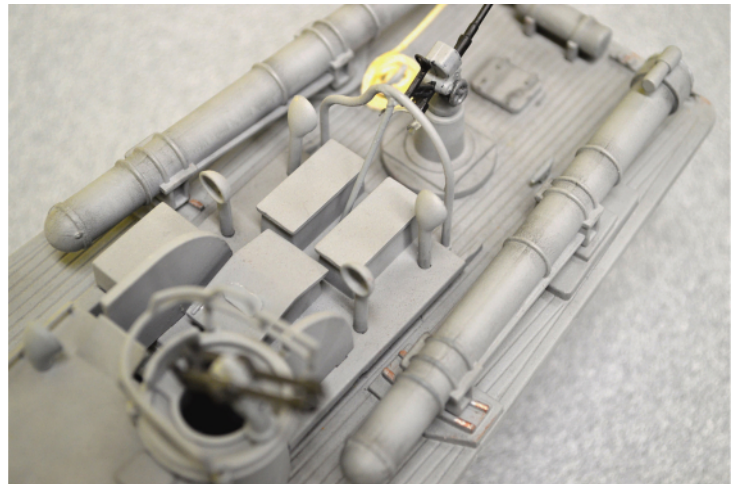


SHOW AND TELL



Len Schwalm presented an Elco 80' PT boat, in roughly 1/65 scale. It was not put together from a kit, but was purchased complete as *PT-109* about 10-15 years ago from Toys'R'Us. Len recognized that the model was pretty accurate and just needed some finishing work. He has added a lot of detail. The hull is plastic and the deck is cast metal. Len completely repainted the boat and renumbered it *PT-122*. Although there are tons of photos online from navy archives, he couldn't find any for *PT-122*. So he figured he was safe in giving it his own "personal" touches and no one could argue with him. Then, the other day, he did find a picture of *PT-122* online. But he's still safe – it showed the boat in 1944 configuration with extra armament, etc. His rendition is from earlier in the war.

Len went on to explain that he has another PT boat he is working on, one he wanted to show with later year roll-off torpedoes. Because the deck is die-cast, however, all the fittings would need to be ground off and the deck lines replaced. Too risky and too much work. What he plans to do is configure the model as *PT-109* was outfitted in August 1943 when she was rammed and sunk – complete with the field-mounted 37mm anti-tank gun. Len likes this kind of work and is pretty happy with the outcome. "Beats doing hull construction." An interesting fact: when the movie *PT-109* with Cliff Robertson was shot in 1963 there were no Elco 80 footers left. So the producers used an 82' Air Force "crash boat" instead.



Chuck Passaro discussed his progress on *Cheerful*. Since the last meeting, he has completed the planking on the port side and attached the stern post. After the fact, he calculated the number of treenails used on the model and came up with a figure of 6,500! And this on a small hull... He also did the horseshoe plates but did not use metal, as he doesn't like working with this material. What Chuck used instead is something called "laser board" in the hobby industry, essentially resin impregnated paper. This he painted black with very light weathering to simulate rusted metal.



SHOW AND TELL



Tony Alworth brought a folding case of 1/1200 US Navy ship recognition models circa WWII. These models were contained in a box that his Dad, a Seabee, brought back from the war. The models were used for training purposes as an aid in teaching ship identification. There were also models of Japanese, German and British ships made. According to Tony's father, the ships were set up on a tabletop with a backlight and the silhouette projected onto a screen. The ones Tony has were created by H.A. Framburg and Company of Chicago, IL – beautiful and nostalgic to those of us who remember things our relatives brought back from WWII. Sets of these can be found at Ft. Schuyler in the Bronx and at the Naval Academy.



Our first-time guest, **Mike Rogers**, showed a partially completed *Mayflower* from Model Shipways (Chuck's kit). This is Mike's second model – his first was the Long Boat which took about 8 months to complete. He found it a challenging build after his experience with aircraft models. Mike followed Chuck's suggestion to use boxwood instead of basswood for the construction, a good choice. *Mayflower* has been a real learning experience for him. It led him to the purchase of some power tools, as repetitive cuts (such as ladders) would have proved much more difficult and time consuming to produce by hand.



SHOW AND TELL



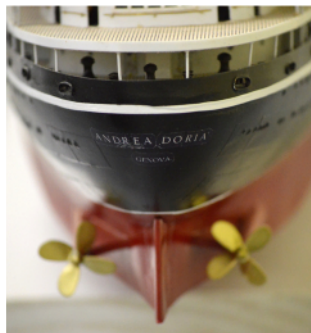
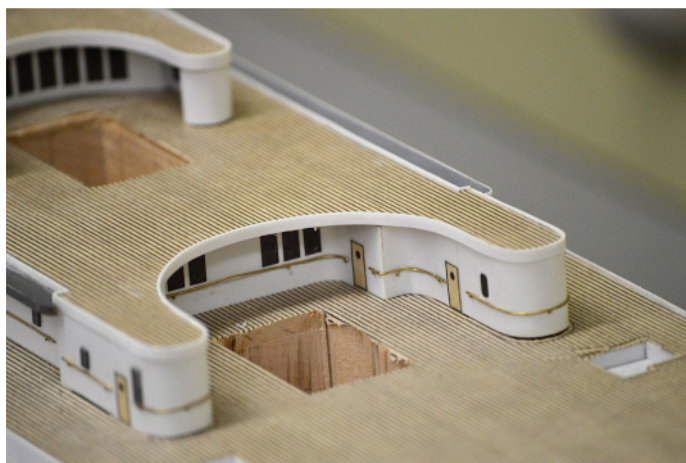
Dan Pariser brought his well underway *Andrea Doria*. Dan likes working with a digital photo frame to check details during construction rather than relying strictly on design plans, which are usually devoid of “as-completed” specifics. Fortunately for Dan, there are a lot of photos of the ship available on the internet. He is building the model for a collector.

The hull is hollow bread-and-butter with lifts fastened with Elmer’s Glue tinted with a few drops of black paint. This ensures that when carving and sanding commences, the lifts never disappear. It makes the waterline very easy to define. To get the sheer, the next to last lift is made up of 2 parts and shaped before the top (final) layer is clamped down. The hull is basswood sheathed in plastic and the deck is printed acid-free paper from the art supply store. Dan attaches the decks, trims them and then applies the edges. This eliminates trying to get a piece of paper to fit properly into its space.

The locations and sizes of the windows are taken from photos. The windows are all computer generated custom decals, except for a few in the bridge area that will be actually cut. Railings are PE from Gold Medal Models. Lifeboats, davits, bollards and some winches will be well modified castings from Bluejacket. The 3 swimming pools and the cargo cranes will be the most detailed and finicky parts.

Dan drilled the portholes and inset them with dollhouse design brass grommets in 1/200th scale. The plimsoll marks and ship’s name were taken and resized from the internet, with colors modified to match the ship’s white/black/red areas. The resulting file was then used to create and print a custom decal sheet. Applying the decals is a touchy process, as the thin sheets tend to dissolve in the water. Once placed, Dan coats each decal to ensure its permanence. Dan is careful to modify the fittings he uses to make sure they don’t “draw the eye” to any one particular feature.

Next on his agenda is Blackbeard’s *Queen Anne’s Revenge*. Dan uses spray paint cans for finishing, having given away his air brush which he found too temperamental.



ECHO GROUP BUILD MARCH 14, 2015

Author: Jim Lavelle

The March Echo Cross Section meeting was held in the Jerry Mann's auditorium (I hesitate to call it a garage). Jerry's 2-car garage is heated and has a padded floor and is deeper than a standard garage. 20-30 people could easily and very comfortably meet here. Thanks again to Jerry & Lorraine for having us.

A total of 9 members were in attendance; Jerry Mann,

Roy Goroski, Bill Houston, John Maughan, Barry Rudd, Steve Fletcher, Jim Lavelle, Michael Storch, Larry Friedlander. Topics discussed were an inconsistency found by John in frame 1 FORE, a jig designed by Barry to make locating tree nail locations on chocks much faster, easier and more accurate and my interpretation of Ed Tosti's miniature model clamps.

NOTES

Echo 1: John spotted an inconsistency while constructing frame 1 FORE. In this photo he is pointing this out to the group. Careful attention to detail and cross checking multiple drawings led to the discovery of this inconsistency. The group discussed the options for addressing this and decided that everyone should use their own best judgment when constructing this frame.



Echo 2: Group shot. It is evident in this shot how well laid out Jerry's garage is. This photo shows only half the space.



Echo 3: Another group shot, different angle.

Echo 4: Barry created a jig to make marking the location of treenails faster and easier. In this shot he is pointing out how the jig is constructed.



Echo 5: Close-up of Barry's treenail jig. There are actually two jigs, one for "thin" frames and one for frames that are a bit thicker.



Echo 6: After a year (on and off) of playing with this I finally rolled out a prototype of my miniature Jorgensen clamp. The depth of the jaws is 1/2" and maximum opening is 3/4". Ed Tosti in his book *The Naiad Frigate Vol 1* gives a schematic for making this clamp. I modified the design slightly to take advantage of more easily sourced brass rod. My clamps use 5-40 screws vs. 4-40 used in Ed's design. The only clamps on the market today that are similar are Starrett's #161A which cost \$29 per clamp. The problem with the Starrett clamps is that they are parallel clamps and not useful for clamping surfaces at an angle, and you need to use rubber bands to hold the clamps together until you get tension on the jaws.



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 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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