



Volume 34, Number 2

Newsletter of the Ship Model Society of New Jersey

February 2016

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

ROSELAND PUBLIC
LIBRARY

FEBRUARY NOTES...

The Northeast Joint Clubs Conference is just around the corner (Saturday, April 30th). Registration is \$40 before March 10th, \$45 thereafter. Steve Maggipinto forwarded a link to the registration form in mid-February and hard copies were available at the February meeting.

Jim Lavelle was scheduled to present part 2 of his flag making demo at the February meeting, but production issues at work kept him on the job. Instead, Mike Rogers stepped in and gave a session on stretching silkspan. See below for more details.

Members are reminded that forms for Show and Tell, Cool Tools, and Books and Pubs are available online and should be completed and handed in to the Secretary before the meeting. Steve M. brings blanks to the meetings if there isn't time to complete a form beforehand. [Click here](#) for photos of the February meeting, attended by 17 members.

As a reminder, the 4 individuals sitting at the front desk at meetings (AKA Club Officers), will be sitting "in the gallery" come June. We have had good leadership for 35 years, and in order to continue the fine work of our club, we need members to announce their candidacy for these positions. To be honest, there is work involved in these positions, but there are also rewards.

OLD BUSINESS



Joint Clubs Conference. We are now down to 4 participating clubs. Philadelphia is hosting this year's conference and our turn will come up next year. It's critical to get on top of planning early to

Continued on Page 2



OLD BUSINESS



make the conference a success, especially the process of lining up judges for the Jim Roberts Award. A suggestion was recently made that we schedule 2 judges per club instead of a single judge because of the declining number of organizations participating. For this year, we'll be sticking with 1 judge.

At the January meeting, Larry Friedlander mentioned that he has several items left over from the Brehm estate that he is going to auction off at the March meeting. The auction will not take the entire time, as items will be sold in lots, not individually. The auction will take the place of our usual Tech Session. Traditional auction rules will apply to this special event. As we expect that it won't take too long, members are encouraged to bring models as usual to the March meeting (3/22).

Spring luncheon. Mason Logie found a really nice place for the event, [Highlawn Pavilion](#). Unfortunately, it's too expensive even with a club subsidy. Other venues are under investigation.

NEW BUSINESS

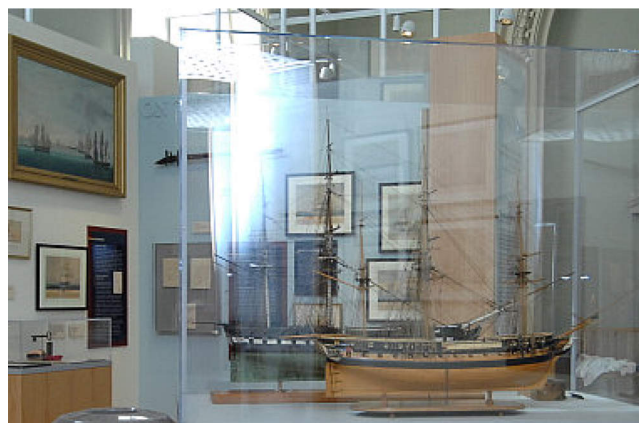


Dovetailing with the Joint Clubs Conference (on the same day, that is) is the 42nd Annual [New Jersey Folk Festival](#) at Douglass College on the Rutgers campus in New Brunswick. Tom R. received an email and phone call from the Director of the festival, Angus Gillespie, inviting SMSNJ to be one of the exhibitors/demonstrators at the event. Tom told Angus about the New London conflict, but agreed to canvas the membership to see if someone would be interested in exhibiting at the folk festival instead of going to

Connecticut. Don Otis and Steve Maggipinto volunteered to man a table at the Rutgers event and will work directly with Dr. Gillespie on the specifics.

Tom R. called attention to a stack of forms at the officer table asking members what they would like to see in a tech session. Tom requested that those present fill out the form if they have not already done so, either on the spot or later for postal mailing or emailing. An electronic version was sent out a week before the meeting. So far only one completed form has been returned. On the other side of the coin, if a member would like to make a presentation, we welcome this. If the member has stage fright or feels he is not good at doing presentations, there are others in the club who can help with the actual demo.

As for taping or recording tech sessions, we have done this several times. We have a stockpile of videos in the club library, but, to date, no one has asked to view them. A few of the recent videos have been difficult to follow because of background noise and side conversations carried on during the recording. Videocam mikes are very sensitive and pick up sound through a full 360 degrees. Tom asks that if members need to talk during the session or answer a phone call, that this be taken outside the meeting room. If questions should come up after the meeting is over, two of our members, Chuck Passaro and Jeff Fuglestad, said they would be willing to hold private sessions in their workshops to provide additional help. Chuck mentioned that the working sessions that will resume soon (perhaps in April on the 2nd or 3rd Saturday of the month) will serve as an excellent venue for this purpose. The idea is to bring what you're working on and take advantage of the collective knowledge of others present to resolve issues or answer questions. The Annapolis Club and the [Constitution Club](#) follow this format. Their club meetings are working sessions.



Naval Academy Museum

TECH SESSION

Mike Rogers gave a demo on shrinking silkspan for flags, sails, hammocks, etc. He brought a good size piece of 00 (very thin) cloth and offered it to those present to use as they wished. 00 thickness is what's typically used in model aircraft building for sealing the wood grain before applying paint. This thickness is easy to tear. [Sig Manufacturing](#) is one supplier of the material; other sources can be found online.

Mike took a wrinkled piece of silkspan and loosely taped it over an open square in a cardboard box top. He took a spray bottle of water, lightly sprayed the silkspan then used a hair dryer to dry it. This is the same technique Mike used when he was building model airplanes: placing silkspan over a wing, wetting it, pulling it out, doping down the perimeter (not the open bay) and letting the assembly air dry. This caused the silkspan to shrink and provided a nice smooth surface for painting. As the paint dried, it caused the silkspan to shrink even more, providing a nice tight-as-a-drum surface.

Silkspan works very well for sails. Depending on the scale of your model, and the degree of billow you are creating, silkspan can be laminated or purchased in a variety of thicknesses. Laminating is particularly useful in holding shapes, such as a sail billow, and provides a more realistic appearance than using a different thickness of single ply.



Ken Schuetz added a funny side story. Many years ago, before the advent of personal hair dryers, Ken was making an airplane wing of balsa covered with tissue. To shrink the tissue, he turned on the stove and heated the assembly, keeping a careful eye on it. Then someone yelled "Ken!" When he turned to see who was calling him, he lost his concentration on the wing and — you guessed it — it burst into flame! That signaled the end of his airplane modeling efforts and the start of a new career in ship building.



THE MATCH GAME



On the left below are some nautical terms. Definitions are on the right, but they're scrambled. Do you know what goes with what? Answers are shown at the bottom of Page 11.

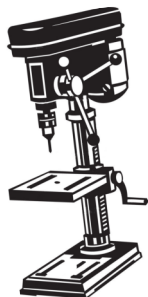
- | | |
|-----------------|---|
| A) Painter | 1. The design angle between the keel and horizontal |
| B) Mizzen | 2. A sailor that was stationed in the crow's nest |
| C) Baggywrinkle | 3. A large jib, strongly overlapping the mainmast |
| D) Barrelman | 4. A chain or rope used for hoisting or lowering a yard |
| E) Caboose | 5. The rope/iron used to keep the center of a yard to its mast |
| F) Truss | 6. To furl a sail |
| G) Tye | 7. The pin or bolt on which a ship's rudder pivots |
| H) Dolphin | 8. A bar used to fix an upper mast in place |
| I) Deadrise | 9. A rope attached to the bow of a small boat for tying up |
| J) Earing | 10. The 3rd mast aft on a sailing vessel having 3 or more masts |
| K) Fid | 11. The wedge-shaped anchor part that digs into the bottom |
| L) Fluke | 12. A soft covering that prevents sail chafing from occurring |
| M) Hand | 13. A small ship's kitchen, or galley on deck |
| N) Jenny | 14. A group of piles driven into the seabed as a marker |
| O) Pintle | 15. A line securing the uppermost corner of a sail to its yardarm |



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](#)

COOL TOOLS



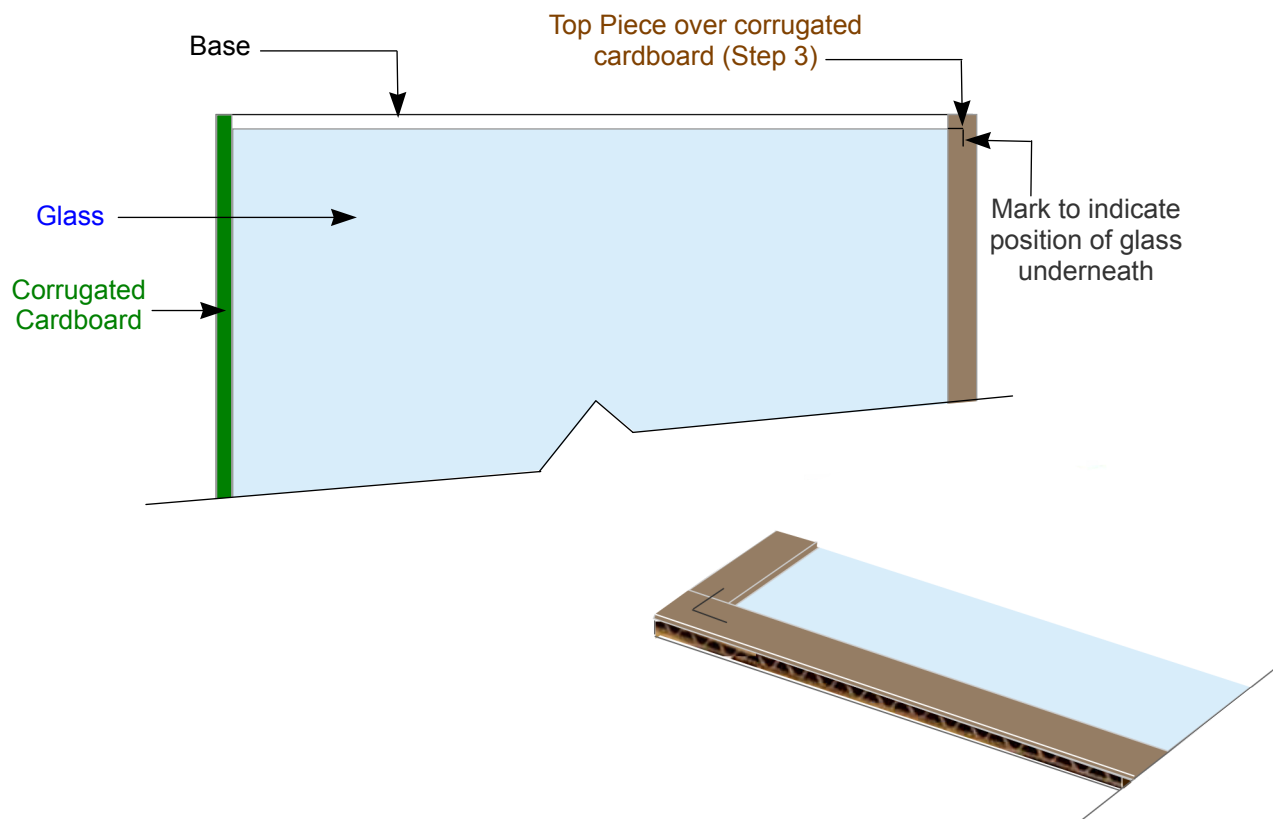
AN INEXPENSIVE CUTTING BOARD

As I think I've mentioned in the past, I work in small scales – Bob Fivehouse size (Hi, Bob!).

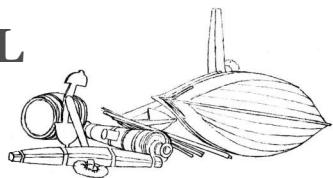
I'm currently building a 1/350 Academy kit of USS Indianapolis (CA-35). I was looking for something portable I could use to cut and trim tiny plastic and PE pieces, but couldn't find anything suitable. So I decided to make my own. Something not too big, but also not so small that it would be difficult to work on.

1. First step was a trip to Lowes for a 12"x12" piece of window glass. \$2 and change, as I recall. That's all I bought. The rest I had on hand. I took a piece of heavy white cardboard (smooth, not corrugated, white side up) for the base and cut this to 12.5"x12.5". Then I placed the glass on top and centered it.
2. Next step was cutting four 1/4" wide pieces of thin corrugated cardboard matching the thickness of the glass. I used a Postal Service Priority Mail box for this. Two of these pieces were 12.5", the others were cut to 12". I glued these to the base, enclosing the glass, using white glue.
3. The last step was cutting four 3/8" wide strips of the heavy white cardboard used in Step 1: two strips at 12.5", two at 11.75", brown side up. I glued these over the corrugated pieces to completely seal the glass edges, then marked the edges of the glass underneath with a pen (see drawings). Then I rounded all 4 corners so they wouldn't catch on anything.

This device is the perfect size for what I need to do, and a nice smooth surface for cutting. An added benefit is the lip created in Step 3 that helps keep small pieces from rolling off the edge of the board.



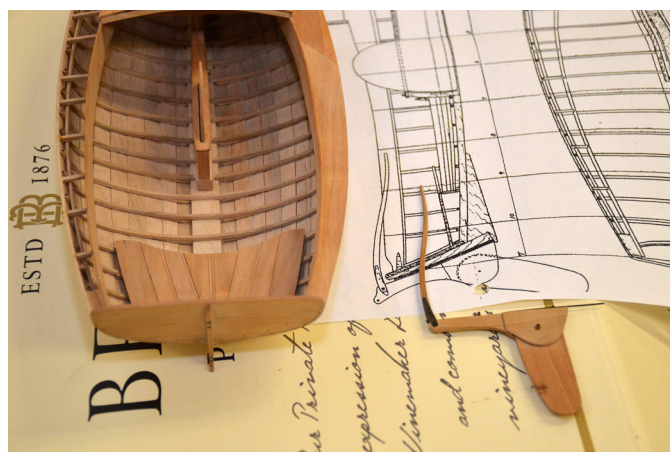
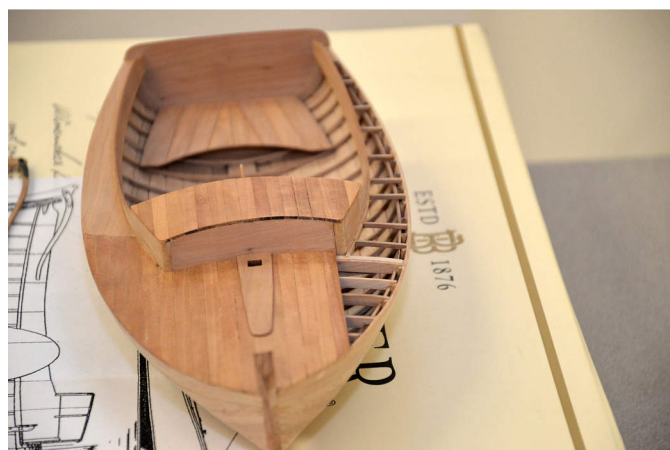
SHOW AND TELL



Up first was **Jeff Fuglestad**, with his 1/12th scale model of a Catabout, a 1932 design for the [Stage Harbor Yacht Club](#) in Chatham, MA. The boat was designed by Spaulding Dunbar, who also designed the [Elco 80' PT boat](#). The bow design of the Elco and the Catabout are identical.

During preliminary research, Jeff found that there are profile and a top-down plans for the Catabout, but no body plans. Jeff took measurements for each hull section, then broke down the distance between the perpendicular and the curve of the hull at each scale foot. From these figures he put together a chart, then templates, and used these to carve the hull. The model Jeff is building is the 8th of a total of 30 boats made. There are only 4 left. Jeff purchased the full size #8 from the Fleischman (gin) family and presented it as a birthday present to his wife who had always wanted one. The model is the exact replica of Jeff and Anne's real #8.

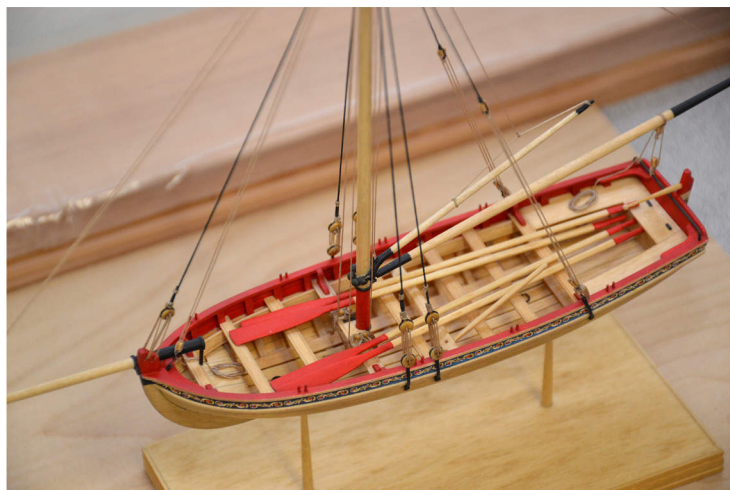
The model has a dogwood hull, dogwood frames and dogwood planking. Of all the wood Jeff has worked with, he finds that dogwood is probably the easiest to bend. It has superb tensile strength and no visible grain like you see in mahogany. Jeff cut the dogwood into 1/8" strips with his [Jim Byrnes saw](#) and used a [Ship Ahoy sander](#) to get the thickness he needed. He then cut depressions for each rib location, steamed the wood and bent it using a bending device he has. He used manila paper to make minor adjustments to the height of the frames, then began planking over the frames. Jeff used pear and cherry for the deck. The whole structure is very rigid and strong but light in weight. Jeff used Titebond for joining parts. Titebond dries to a yellow color. For holidays (gaps), Jeff mixed sawdust with Titebond in a not-too-dry mixture. This provided a surface that was easily sandable, more so than straight glue. It also provided a good match to the color of the surrounding surfaces.



SHOW AND TELL



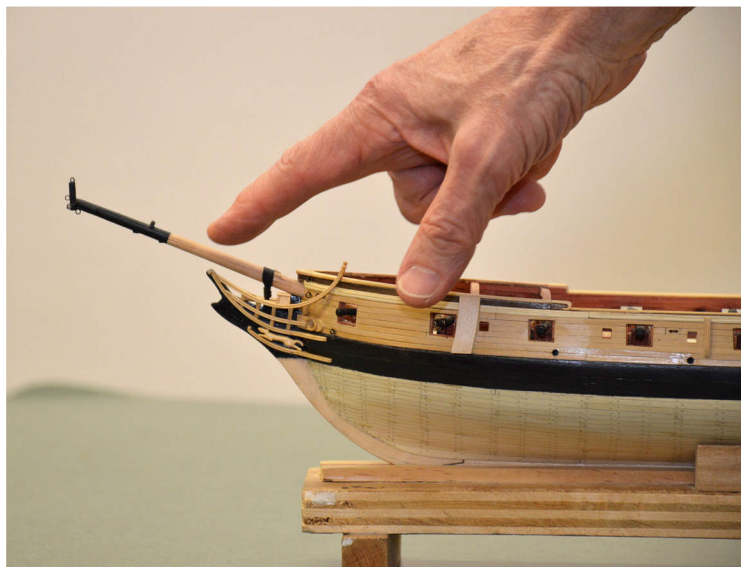
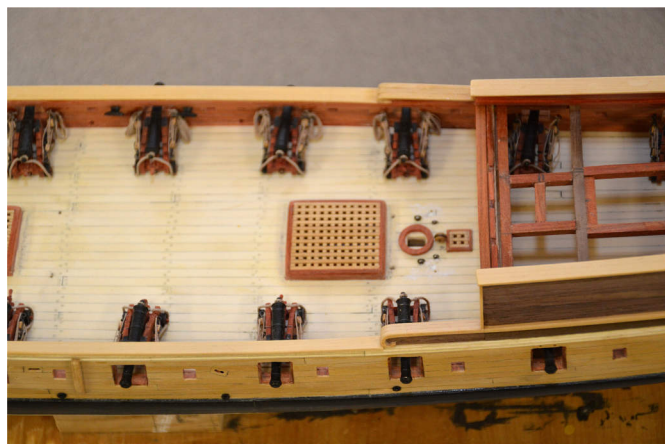
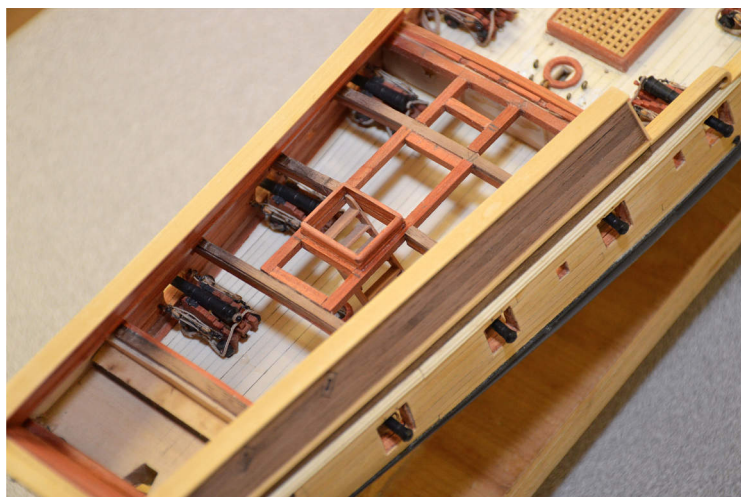
Mike Rogers showed his model of an 18th century longboat, a [Model Shipway's kit](#) designed by Chuck Passaro. It took 8 months to build and was finished in August, 2014. Everything is stock from the kit except the blocks which are Chuck's. Mike had to do the planking twice, a learning experience for him. The mast broke, so that had to be repaired; in the process Mike strengthened it with fiberglass. The longboat is the first ship Mike ever built. Wood that came with the kit was basswood. Mike likes this material for its bending and joining qualities; downsides are the difficulty in creating a sharp edge and its tendency to produce an uneven finish when stained. Mike used Model Shipways rigging, which is nylon and a "nightmare" to coil. He had to soak his coils in diluted PVA to get them to hold shape. As an alternative, Dr. Steve Fletcher recommended surgical silk for rigging. Mike used Model Expo paint, which he found chalky and not the best choice. He has noticed a definite fading of the paint in the last 2 years.



SHOW AND TELL



Next in line was **Ken Whitehead** with his [Model Shipways](#) kit of *Rattlesnake*. He's been working on the model for about a year; it's being built for a son who does not want it painted. Ken is using boxwood and holly in its construction. He created the dark sections using a black varnish instead of ebony, a wood hard to work and whose dust is downright unhealthy. The red (topside) areas were built using redheart planks that Ken purchased from Pittsburgh-based member Jason Clark. Gun barrels were sourced from Chuck Passaro, as were the redheart gun carriages, lines and blocks. Ken fully rigged the stem and stern cannons, although they won't be seen once the forecastle and quarter-deck are planked. He made the companionway from scratch. The figurehead that came with the kit was barely recognizable as a person, let alone an Iroquois warrior. Ken has a friend who put him on to a man who carves figures, including Iroquois warriors, in die cast metal. Ken bought several warrior variations and piece-parted them to create the final product. You can follow Ken's progress by searching "KenW" on the Model Ship World website.



SHOW AND TELL



Progress on **Chuck Passaro's** [Cheerful](#) continues. Since the January meeting he has put in seats, some knees and cleats and is working his way up the bulwarks with a set of stairs and other objects. Chuck showed a portable light he uses, something his kids call "The Blind Master". It's a fill-in to counteract the typical problems with overhead lighting: shadows, blind spots, etc. Chuck was put on to these by his daughter, who bought a couple of the lights to use when she reads books in her room at night. These miniature lights have clamps and goosenecks to allow precise angling to the area under construction. The lights Chuck bought were \$2.50 with free shipping on eBay. There are tons of varieties on the site. Just search for "book light". The exact same light that Chuck bought sells for \$18 at Barnes & Noble. Chuck uses these battery operated lights on virtually all his machines as well.



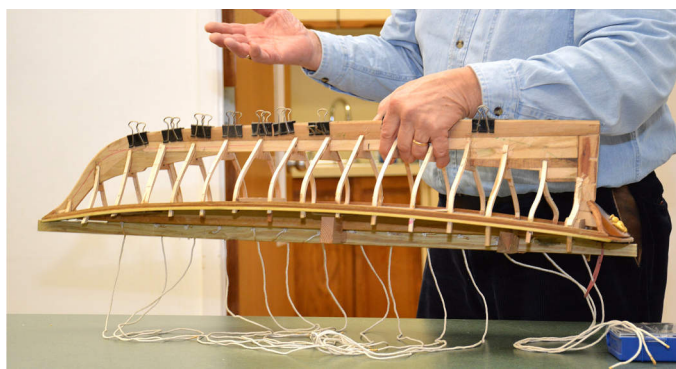
Don Otis brought his 11th training ship model, a type he enjoys building more than any other. His latest effort is the German [Gorch Fock II](#), a vessel ordered by the German Democratic Republic in 1957. *GFII* was built under much protest from the German people who were concerned about the heavy loss of life associated with these types. Don has a large collection of photos of these German "tall ships" from their many visits to the U.S. in the 1990's and early 2000's. These pictures helped a lot in the building process. Don's kit is from [Occre](#), a Spanish manufacturer. As is typical of most ship kits, some of the materials are "wanting", as Don puts it, i.e., not the best. For example, the anchor gear that came with the ship consisted of 2 capstans, 2 holds and a brass chain. Don was able to more accurately replicate the anchor gear by referring to his own photos and those in various books. The PE ladders in the kit did not have steps, just a narrow bar, so Don made his own steps. *Gorch Fock II* had 3 sisters. The original [Gorch Fock](#) was built in 1933 during the early Nazi era; it was 269' long. The second two, each 290'+ in length, were named [Albert Leo Schlageter](#) and [Horst Wessel](#). *Gorch Fock II* was built roughly to the same specifications as its earlier namesake. *Horst Wessel* eventually ended up in U.S. hands and became the USCG training ship *Eagle*. Don hopes to have his model finished in another 5-6 months.



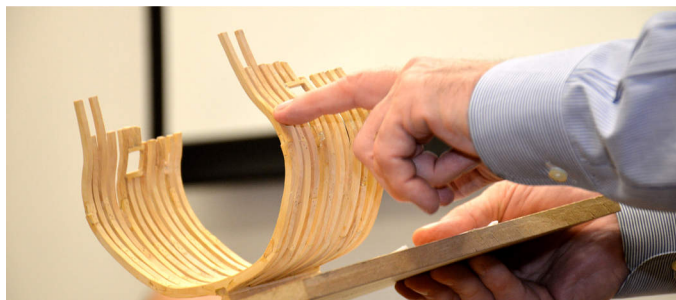
SHOW AND TELL



John Marinovich showed an early stages model of the yacht [America](#). John is new to planking and has devised a method to complete this operation using clamps and string. John is using teak for the planking. His *America* is going to be a sailing model, so it needs to be waterproof. John attempted to steam bend the ribs out of solid harvested pin oak, but that didn't go too well so he ended up laminating them. The blueprints he is following are from 1852.



Last up was an [Echo](#) project-in-progress. The first words out of builder **Steve Fletcher's** mouth were "*I never want to do this again*". Steve has everything mounted and framed with the steps and portholes in, but the model is "still not completely right". He is currently waiting for the lumbering set for the model, but may decide to create his own in the face of the \$300 price tag. Although the build is largely intuitive, Steve found the toughest part was doing the frames. He started the project using wood glue, but switched to CA and found this a lot easier to work with.



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.

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 in the roster let Steve know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Steve because if it is, you won't get *The Broadaxe* and member bulletins. You can eliminate the filtering by adding Steve'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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Answers to The Match Game:

A9, B10, C12, D2, E13, F5, G4, H14, I1, J15, K8, L11, M6, N3, O7