



Volume 34, Number 1

# Newsletter of the Ship Model Society of New Jersey

January 2016

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Our next club meeting is  
**February 23 at 6:45PM**

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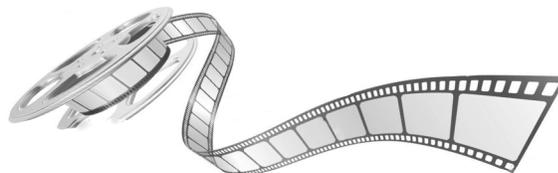
### JANUARY NOTES...

Tom R. reminds everyone that this June, all 4 Executive positions (President, Vice President, Secretary, Treasurer) will become vacant, and that an opportunity will open up in May for those who wish to announce their candidacy for one of these positions.

It appears the problems with distribution of *The Broadaxe* have finally been solved. Steve had been trying to send the newsletter as an attachment to an email using MS Outlook. It seems that Outlook was automatically attaching extraneous files to the email, causing difficulties for some of our members. After a fair amount of frustration, Steve finally tried a different email application and account (gmail through Google), and this appears to have solved the problem. Steve will continue to use this method in the future.

Taking a cue from "Big Bang Theory", the subject of the January Tech Session is "Fun with Flags" (Part 1). A future meeting will feature "Fun with Flags", Part 2. Both sessions will be led by Jim Lavelle.

On this same subject, going forward we will be compiling a list of people we would like to see present a tech session. If the selected member has stage fright or believes he can't adequately put something together, we have other members who can help with that. In advance of the assignment, we're going to ask, once more, for a list of tech sessions that members would like to see. We will match that list with people we think would do a good job presenting a desired session. The list, and a schedule, will most likely be available in May. The schedule will be published in *The Broadaxe*. We tried this about a year ago, and got minimum input. This year, we are asking members to take some time with the request and let us know your wishes. It's your club, gentlemen. A blank form to voice your preferences will be sent out via email before the next meeting (February 23rd), and hard copies will be available at the February meeting. For further discussion about this, see the article about videorecording tech sessions under "New Business".



## JANUARY 26 MEETING

In attendance were 21 members and Charlie, a "sometime" participant in Model Ship World forums. Charlie is just getting started in modeling and brought one of his projects (*Sultana*) to the meeting. His grandfather built ships for many years and was Charlie's mentor. Welcome Charlie! Brought for auction were a block plane, scroll saw blades and a draw plate. [Click here](#) for a link to pictures of the meeting.

## NEW BUSINESS



[Joint Clubs](#) is coming up in late April, basically around the corner. At the January meeting, Tom R. asked for a volunteer to interface with the host club (Philadelphia) to manage the Jim Roberts Award. Duties involved: lining up judges from the other participating clubs and taking overall charge of the logistics associated with the award. Barry Rudd volunteered to take this on. Thank you Barry!

For variety's sake, we're searching for a new venue for our Spring luncheon this year. We're looking for a place where the management will be happy to have us, a place with good service and a degree of privacy (e.g., a separate room where we can have conversations and not disturb others). Possibilities mentioned: The [Chart House](#) in Weehawken and [Kenilworth Diner](#) in Kenilworth (Union/Cranford area) just off the Garden State Parkway. Mason Logie and Tom McGowan will investigate these 2 locations and make a recommendation. A third choice might be a hotel, but hotels tend to be more expensive when a private room is desired. There is another alternative: someone's home. Larry Friedlander brought this up and would be happy to host the group at his house. If a private home is selected, we would want to cater the event to not "overdo" the host's hospitality. The potential downside of something like this is bad weather, but perhaps we could rent a tent. The cost we're looking at is \$30-\$35/person, with the club providing some support to keep it in this range.

Tom R. has been contacted for a model repair by Vickie Robinson, granddaughter of a man who did a lot of work for Model Expo. Seems the top of the model's glass case fell in and damaged part of the topmast and associated rigging during a move. Tom has a couple of pictures; the damage seems slight. If anyone is interested in fixing the model, contact Tom.

There was discussion about videorecording tech sessions. We have tried this several times over the past few months with mixed results. The major problems encountered have been members crowding around the presenter, thereby



blocking the camera, and extraneous conversations interfering with or completely overpowering the presenter's explanation. To get around this, it was suggested that 2 tech sessions be done: the first in private (presenter alone and recorded), the second done at the monthly meeting (not recorded). The second presentation could even be skipped altogether and replaced by playing the recording at the meeting. This suggestion presents a logistical issue: who will do the recording? Barry Rudd mentioned that he had been a cameraman at Channel 9 in a former life. Chuck Passaro mentioned another method we could use for tech sessions: utilizing the huge library of videos on ship

modeling already available on YouTube, i.e., "...it doesn't need to be one of ours". A video could be played at a meeting and opened up for comments and personal experiences. This method can be dovetailed with the questionnaire we're distributing seeking members' wishes concerning tech sessions. Once we have your preferences, 1 or 2 people can research YouTube and find appropriate videos on the topic.

Tom R. asked how many members present would be interested in ordering SMSNJ shirts. Several members raised their hands. Tom will check with his supplier and come up with pricing information for long and short sleeve logo shirts. Rather than placing a bulk order for a fixed quantity of shirts in assorted sizes, we will be taking individual orders, **with a 50% deposit required in advance.**

Possibly in March we will be having another auction. This one will be to finalize the sale of Brehm estate items currently in the tender care of Larry Friedlander. Larry literally has boxes of items ranging from paints to high quality chisels. If the items do not sell, Larry has asked Jerry Mann to advertise them on E-bay or Craig's List, something Jerry has agreed to do. Auction rules will be the same as the ones we use for our end-of-year White Whale event: the reserve goes up, not down. No bottom feeding allowed!

## TECH SESSION

Jim Lavelle presented Part 1 of a 2-part session on flag painting. The Part 1 session essentially explained prep work. The flags are done with [silkspar](#) and then painted. Jim covered how to prepare the silkspar, how to do the tracing and then get it to a point where you can make the flag. Next session will be about painting and draping the flag to the proper fall.

This all started a year ago. Last May, Jim went to Canada for a David Antscherl workshop on the topic. What David recommends using is a piece of plywood. Jim has a nice piece of birch (aircraft) plywood, 16-ply, 3/8", very fine stuff. You can also use Bristol board. With a sharp knife, cut out a piece, then take the silkspar and soak it in very warm water for maybe a minute. Make sure it's really wet, then shake it to remove most of the water. Next you take your board, wet brown packaging tape and tape the silkspar over the opening and let it sit and air dry for maybe an hour. The silkspar will sag, but as long as there is air all around it, when it dries it will tighten up. Once this is done, you can then work with it. It's pretty sturdy stuff. You can place the insert (plug) back into the hole to support the flag. Next step is to take a tracing of the flag you're using, put it down over the opening and tape it at the top. Now you have the plug, the silkspar and what you're going to transfer onto the flag. Tracing paper has a waxy finish that will make acrylic paint bead up. The way to get around this is to use [Saral](#) wax-free transfer paper, placing a Saral sheet with the proper color between



the tracing and the silkspar supported by the plug. The image can then be transferred with a fine lead pencil or ball point pen. Saral is available in a variety of colors and comes in a roll that's 150 sq. ft. (12' by 12.5"). It costs \$8 - \$9. Jim ordered his silkspar from [Bluejacket](#). They call it "Modelspan" (look under "Fittings", then "Riggings & Sails", "Silkspar", "Modelspan"). A 20" x 30" piece costs less than \$3.00.

Once the flag is drawn, the next step is draping and painting, but those are subjects for a future session. The original flags were gauzy-thin. When you look at paintings of ships of this period, you can almost see through the flags, almost read a book behind them. So you don't want dark colors or anything that's opaque.

## COOL TOOLS



Larry Friedlander provided more details about the [Tamiya battery operated hand drill kit](#) he had introduced at the December meeting. Assembly was easy and it works well for light duty drilling. No gluing is involved. Tweezers are handy and only a screw driver is needed. The drill is relatively high torque and low RPM so it won't melt plastic. The collet will handle a size 6 or 7 drill bit. Per Larry: "It's fun! It's cute! Nice gift for a kid".

Larry finished his presentation with a hot tip that will save you some money: keep the wrappers that your home delivered newspaper comes in and use these as "gloves" to keep your hands paint free while airbrushing. Much cheaper than buying latex gloves.

## COOL TOOLS



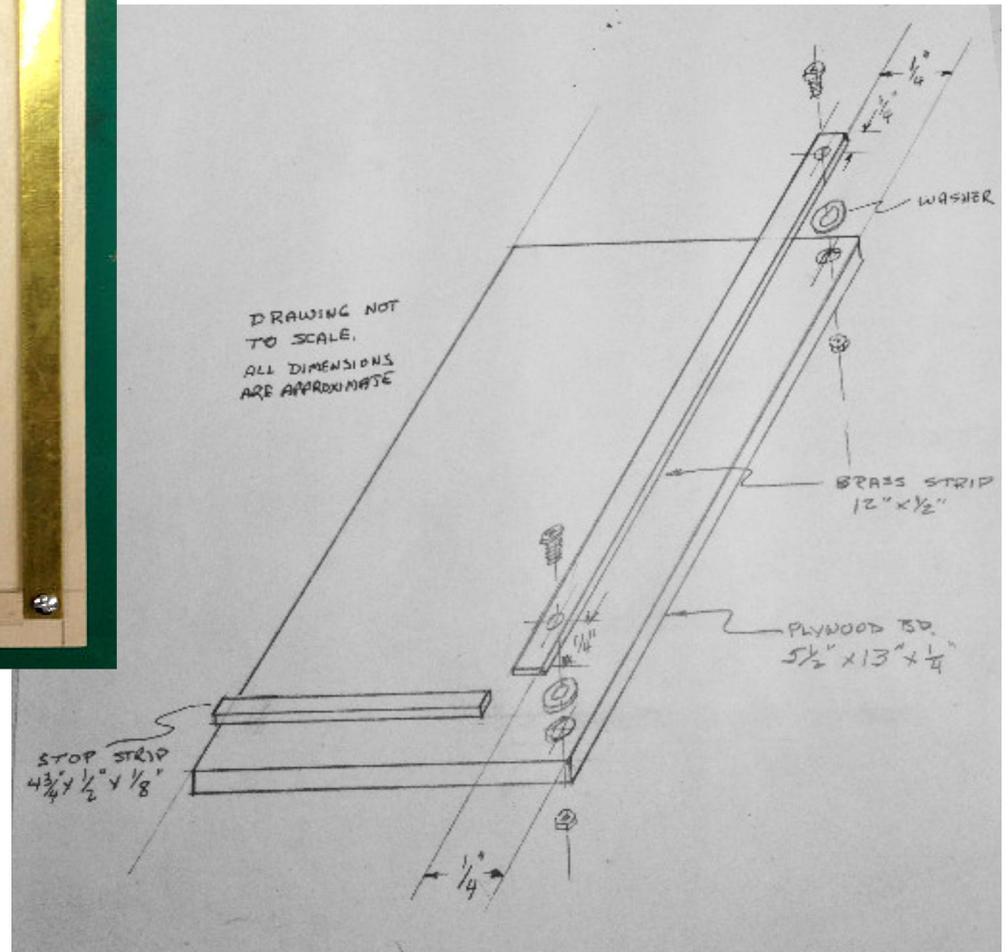
Barry Rudd showed a tool he had made for sanding, one that is simple, but very handy to have. He was tired of cutting sandpaper with scissors and dulling the scissors in the process. The tool consists of a piece of wood, a brass strip, screws and a washer. You line the sandpaper up, measure as needed and then just tear off the sandpaper at the width you want to match the sanding block you are using. Thanks, Barry!



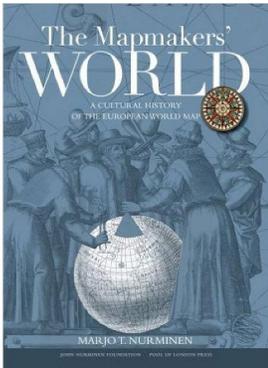
## INSTRUCTIONS

- 1) Cut a piece of plywood 5 1/2" x 13" x 1/4"
- 2) Attach a brass strip 1/2" x 12" approx 1/4" from the right edge of the board.
- 3) Bolt the brass strip to the board, placing a washer at each end to create a small gap between strip and board.
- 4) Glue a wooden strip at a 90 degree angle at the bottom to use as a stop for the sandpaper.
- 5) Draw vertical lines at various widths from the right edge of the brass strip to use as a cutting guide for the sandpaper.
- 6) Place the sandpaper, rough side down, under the brass strip.
- 7) Hold the brass strip against the sandpaper and tear up.

NOTE: The brass strip does NOT need to be sharpened.



## BOOKS AND PUBS



Tom McGowan brought a copy of [The Mapmakers' World](#) by Marjo T. Nurminen, essentially a history of maps. He discovered the book through Seaways' [Ships in Scale](#) magazine. According to Tom, the text of the book is not very interesting, but the

artwork is phenomenal. The book goes into great

detail about European mapmakers from the 8th to the 18th century. It explores who made the maps, why they were made and how they were used. The book contains some 300 illustrations from the world's finest museums, libraries and private collections. Included are [T-O maps](#), [mappa mundis](#), [Beatus maps](#), [Ptolemy's maps](#); seafarers' maps, printed world maps and globes from the pre-Renaissance through the Baroque eras. The volume also goes into detail about European global exploration and the breakthrough discovery of long lost maps in the 19th century.

## A FASCINATING DISCOVERY

### What They Found Inside The Sunken Remains Of A 150-Year-Old Steamboat Is Still Edible

In 1856, the Steamboat *Arabia* left the banks of Kansas City on a routine supply trip up the Missouri River. On board were two hundred tons of precious cargo en route to 16 different towns along the frontier.

Steamboats were common in those days, as they were the best method of traveling up and down America's river systems. These boats were a big business at the time and were absolutely essential for trade and commerce. Unfortunately for the steamboat *Arabia*, a fallen walnut tree was waiting just below the surface of the water, hidden from sight thanks to the glare on the water from the setting sun. The impact instantly tore the hull and the boat sank in minutes. Thankfully, everyone on board was able to swim to safety, except for one poor mule who was tied to the deck and forgotten in the chaos.

The soft river bottom quickly engulfed the boat in mud and silt, and in just a few days it was swept away entirely due to the force of the river. Over time, the river shifted course and for the next 132 years, the *Arabia* was lost to the world. In the 1980's, it was discovered 45 feet deep beneath a Kansas farm(!). Legend of the sunken ship had been passed on through the generations in the area and inspired local Bob Hawley to find it in 1987. He and his sons used old maps and sophisticated equipment to eventually

find the boat half a mile away from the present-day river. The farmers who owned the land agreed to let them dig it up — as long as they were done in time for the spring planting season.

All manner of heavy equipment was brought in, including a 100-ton crane. 20,000 gallons of water had to be removed into 65-foot-deep wells. After two weeks of excavation, the first parts of the boat appeared — the remains of the left paddle wheel and a small black rubber shoe that was lying on the deck. Searchers also recovered fine china, fully preserved along with its yellow packing straw. It had all been preserved perfectly thanks to the airtight mud.

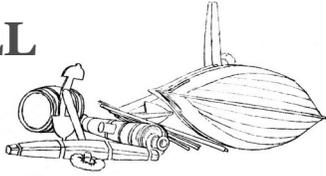
On November 26, 1988, the full boat was uncovered along with its 200 tons of buried treasure. With no air to cause spoilage, thousands of items were recovered completely intact. Jars of preserved foods were still totally edible. One brave excavator even tested it out by eating a pickle from one of the jars and found it to still be fresh.

Today, the artifacts are all housed in a museum in Kansas City called the Steamboat Arabia Museum. One of their displays is the fully preserved skeleton of that poor mule.

Jars of preserved fruits are just some of the relics recovered from the *Arabia*. Also found were all types of clothing and a keg of ale from 1856. For more information, including pictures, [click here](#).

Special thanks to John Marinovich and Al Geigel for passing along this info.

## SHOW AND TELL



**Dan Pariser** brought 2 half hulls he has restored for a yacht club on Long Island. The first was the *Puffin*, a fairly generic sailboat from the 1950's with a smallish keel that included a fixed rudder in addition to the standard stern movable rudder. The model was not kept in an atmospherically controlled environment, and with its location on the water, had deteriorated and its surface grown quite rough. Dan sanded the hull down, being careful not to change the contours. The toe rail had been chipped and knocked off, so Dan replaced it. He then primed and painted the hull with Krylon.



The second half hull is a model of a yacht called the *Spruce IV*. *Spruce IV* was the loser of the first race sponsored by this yacht club in 1895. In addition to toe rail damage, there were multiple dings and dents. Neither the keel nor the rudder fit in the original spaces, so they were replaced.



Dan is doing multiple restorations these days.

Next up was a 1:12 scale kit on which Dan and Chuck Passaro are working together on design and production. It's a [Thames English skiff](#). This is a single or double rowing boat, on which a passenger sits and holds 2 ropes to turn the rudder. The oars provide power and the passenger does the steering. These boats have been in service since the late 1800's and are still being built today. They're one of the more common craft chosen for those who like to build their own. Plans and videos of the full scale version are available for do-it-yourselfers.



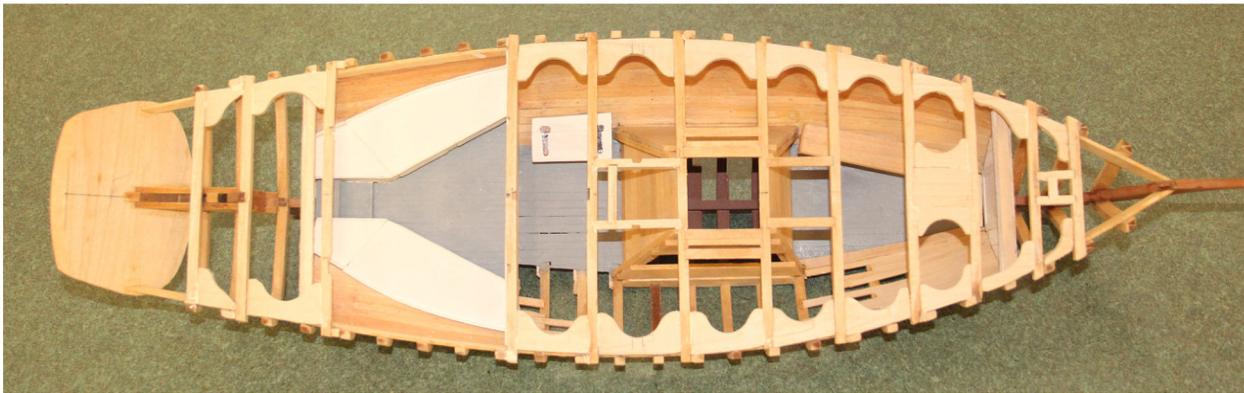
In putting this kit together, Dan and Chuck are trying to anticipate everything one can do to get it wrong, and working to minimize potential problems. The design process is fairly well along. The target audience is the late-beginner/early-intermediate builder, with spilings and cuttings already laser cut.



## SHOW AND TELL



**Tony Alworth** brought a model of [Emma C. Berry](#), a build started by Jim Roberts many years ago. The model was fully framed with partial deck beams when Tony got it. There were no interior plans available, so Tony created his own and is in the process of finalizing said interior. Tony has completed the sealing on both sides; one side will be open when the model is finished. Tony decided not to fit it with a mast, but rather to create a diorama with assorted ship parts scattered about in a builder's yard.



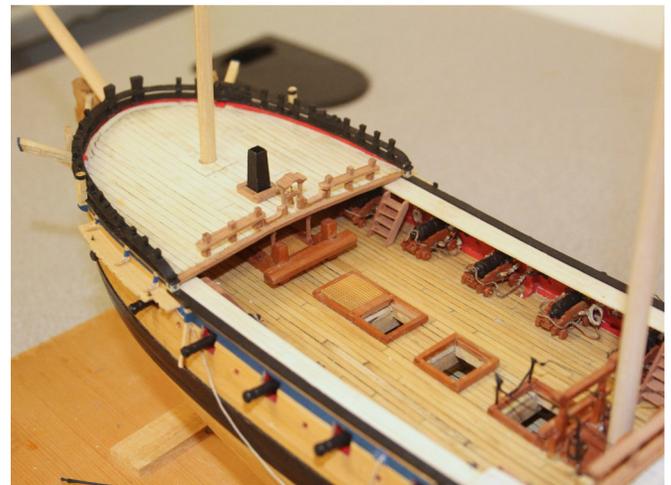
**Mike Rogers** reviewed his progress on *HMS Cheerful*. He has completed the scuppers, which are simulated, marked the location for the chain plates and drilled holes for the back stay plates. He is currently working on the deck. He got the proportions of the deck curve to be symmetrical by using a french curve.



## SHOW AND TELL



Last model for the night was **Tom Ruggiero's HMS Liverpool**. Since he last showed it he has completed the [barricade rail](#) with belfry, completed all the ladders and put on the channels, which he pressed into place only since he is still fabricating the chains and deadeyes. He is going to affix the chains and deadeyes to the channels before the channels are glued onto the hull. This way, when he yanks on the deadeyes to fix them they will hang better, and the process will be easier to do. Since *Liverpool's* last viewing, Tom has made the mast spindles and roughed out the masts. He also made a shroud in advance of the rigging process to position the toe link angle. Next time he shows the model, he expects to have the deadeyes on along with the rear portion of the channel for the backstays. He has had good luck using resistance soldering on the middle link on the chains. He is considering buying a [resistance soldering unit](#) from Micromark (around \$170), although the [cold solder gun](#) he got from Radio Shack for about \$35 works just fine for this purpose.



# 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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