

THE SHIP MODEL SOCIETY  
★ OF NEW JERSEY ★  
Founded 1981

Volume 35, Number 12

## Newsletter of the Ship Model Society of New Jersey

December 2017

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Our next club meeting is  
**December 19th at 6:45PM**

ROSELAND PUBLIC  
LIBRARY

### DECEMBER NOTES...

The November meeting was opened at 1840 by immediate Past President Jim Lavelle, as President Chuck was not able to attend. It adjourned at 1940. There were 18 members present and one guest, Rich Verost, who learned about us through *Model Ship World*. This was Rich's second meeting. [Click here](#) for meeting photos.

Note that the December meeting will be held on Tuesday, **December 19th**, to avoid a conflict with Christmas. We will meet in the main library and view the yearly train layout. Our January 23, 2018 meeting will be our yearly auction. At the November meeting, Jim Lavelle distributed forms for sellers to fill out before the auction. These forms worked well last year and saved quite a bit of time and confusion. There are forms for individual items as well as forms for bulk items (tools and other pieces where there are many of the same item that will go for the same price per piece). We will also be sending out the forms via email.

At the February 2018 meeting, Jeff Fugelstad will be presenting a session on the use of various wood species for different model parts and structures.

We hope that everyone has seen the current *Broadaxe*. Thank you *Broadaxe* Editor, Steve Maggipinto.

Treasurer Al Geigel presented the monthly status of the club finances. We are doing okay.

There will **not** be a Saturday Workshop in December.

**Happy  
Holidays!**



### OLD BUSINESS



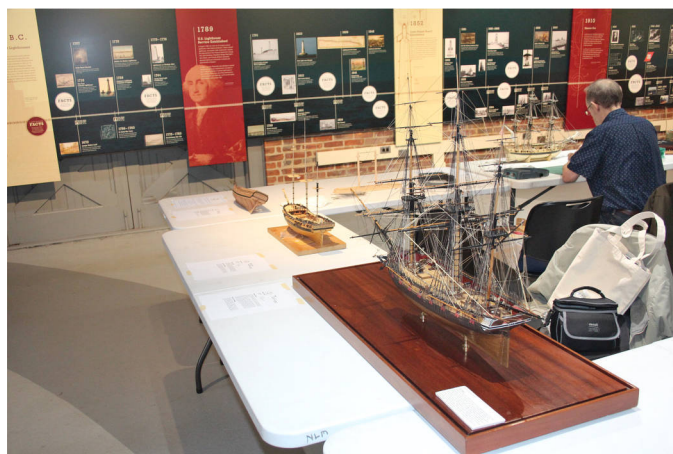
**Joint Clubs Conference**—Tom Ruggiero has prepared a list of all of the activities that will be required for the conference. Chuck has already set up draft registration forms and we have a tentative speaker. The current committee consists of Chuck Passaro, Tom Ruggiero, Al Geigel, and Jeff Fuglestad. We will need a member to do a round table demonstration. Several of the Tech Sessions we have run recently would work well. We are asking for volunteers before someone is "volun-told."

—Continued on next page



## Model Show at the National Lighthouse Museum

Four of our members were at a show at the National Lighthouse Museum in Staten Island on November 18th, a day organized by Mason Logie. Tom Ruggiero, Jeff Fuglestad and Ken Whitehead joined Mason for the show. We had a fun time and the event was well attended. The Museum staff was very appreciative as well. Several people came by asking questions and one person actually sat down and watched Tom work on his model. Thanks, Mason! For more photos of the event, [click here](#).



## NEW BUSINESS



Mason Logie was recently contacted by a friend whose recently deceased brother-in-law collected many model kits over the years. The friend wants to dispose of the kits to a good home. There are vendors who will buy entire kit collections, but Mason would rather meet with his friend to set a date when interested members might view the models and make an offer to buy a kit or two – or more. Mason will be getting back to us.

## TECH SESSION

Jim Lavelle presented a tour of various videos that can be very informative for the ship model builder. Jim is currently involved in a project to put sails on his *Bluenose* model. In researching ways to do this, Jim simply Google'd *ship model sails* and found two videos to make sails using silkspan.

There are many other videos out there on modeling procedures that can be accessed by doing a simple Google search. One 3-part video in the sail making series demonstrated how to furl silk span. Your secretary has been able to find similar information by searching NRG's *Model Ship World*.

A question came up about how best to store and manage multiple videos for future reference when doing research. Steve Maggipinto explained that he sets up a Word document when planning a new project and simply copies and saves relevant URL's to the document as the project progresses. Below is a sample of his reference document for a scratchbuilt 1940's LCI (Landing Craft Infantry). When a reference is needed, a simple Ctrl-click on its link pulls it up.



### LCI 361

#### Floating Drydock Plans:

LCI(L) 374: side ramp, round conn, 1944, 1/96, \$13.00 (TFW-LCIL374/8):  
<http://floatingdrydock.com/TFW2.htm> Forward 20mm?

#### Camouflage Measures:

LCI 361 in green: <http://www.navsource.org/archives/10/15/150361.htm> (solid green, no camo).

31/8L: [http://ironshipwrights.com/MS31\\_8L.jpg](http://ironshipwrights.com/MS31_8L.jpg)

LCI(L) 351 Class: 33/8L; Order#: CF-238 from Floating Drydock

Maritime Camo measure info: <http://www.maritime.org/doc/pdf/camo1953.pdf>

Ships 2: <http://maritime.org/doc/camo/index.htm>

Measures in CMYK:

[http://www.banks-of-the-susquehanna.com/Color\\_Charts/USN\\_ship\\_camo.htm](http://www.banks-of-the-susquehanna.com/Color_Charts/USN_ship_camo.htm)

Good LCI bow view: <http://floatingdrydock.com/camo.htm>

#### Testors Model Master Acrylics:

[http://www.testors.com/~media/DigitalEncyclopedia/Documents/Testors/ColorCharts/RM280036\\_0914\\_ModelMasters\\_AcrylicPaints.ashx](http://www.testors.com/~media/DigitalEncyclopedia/Documents/Testors/ColorCharts/RM280036_0914_ModelMasters_AcrylicPaints.ashx)

Tamiya Acrylic Flats (XF): <https://www.tamiyausa.com/articles/feature.php?article-id=72#.V6pcL4f6vcc>

Federal Standard Color matching (shown= FS 36375):

<http://federalstandard595.com/?s=36375&size=8bkqr=50>

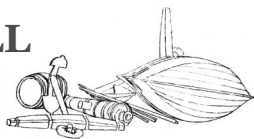
#### Photos:

LCI General Photos:

- <https://grabcad.com/library/landing-craft-infantry-pt-2-1>
- [https://www.google.com/search?q=official+us+navy+drawing+lc+biw=1360&bih=599&tbm=isch&tbo=u&source=univ&sa=X&ved=0ahUKewjJ\\_NWv66bQAhvKnRQKH-1DfYQsAQIGw#imgrc=](https://www.google.com/search?q=official+us+navy+drawing+lc+biw=1360&bih=599&tbm=isch&tbo=u&source=univ&sa=X&ved=0ahUKewjJ_NWv66bQAhvKnRQKH-1DfYQsAQIGw#imgrc=)
- <http://www.militarymodelling.com/news/article/assault-from-the-sea/4681>
- [https://www.google.com/search?q=landing+craft+infantry&biw=1360&bih=599&tbm=isch&tbo=u&source=univ&sa=X&ved=0ahUKewjJ\\_NWv66bQAhvKnRQKH-1DfYQsAQIGw#imgrc=](https://www.google.com/search?q=landing+craft+infantry&biw=1360&bih=599&tbm=isch&tbo=u&source=univ&sa=X&ved=0ahUKewjJ_NWv66bQAhvKnRQKH-1DfYQsAQIGw#imgrc=)



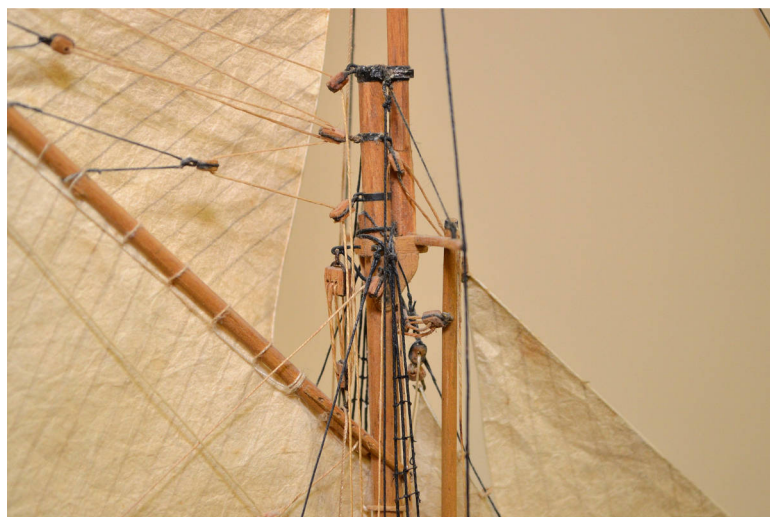
## SHOW AND TELL



### *Puritan* – Rich Lane

This is Rich's first scratch built model, completed 21 years ago. The *Puritan* was built in 1885 for the defense of the America's Cup. The yacht was designed by Edward Burgess and built in Boston. She carried 8,000 square feet of sail.

The model was scratch built to 1:96 scale using plank-on-bulkhead construction and plans from Bluejacket in Maine. As with Rich's *LA Dunton*, the weathering is very convincing. The sails, made from Japanese rice paper, look great. Sail cloth seams and tabling were drawn on. Rich mentioned that they had turned brown a bit over the years. Tom noticed a spot or two on the sails; he speculated that this might be mildew. Tom noted that the late Jim Wiser from the Connecticut Club, as a countermeasure to eventual spotting, would include a few drops of mildewcide in the white glue that he used to stiffen his sails. This is a necessary step, as white glue is an animal derived product. To Tom, the brown tone makes the sails look even more authentic. Beautiful looking model, Rich.





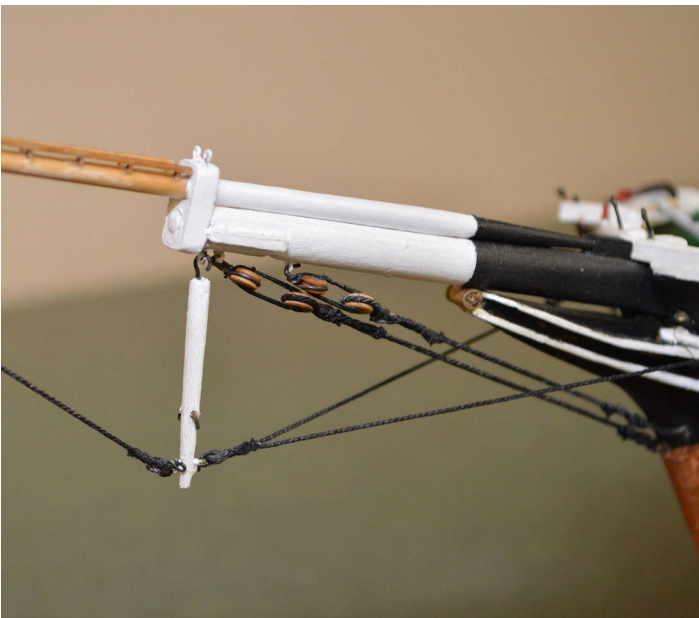
## SHOW AND TELL



### Kate Cory – Rich Verost

Rich is a guest who was attending his second meeting. He brought in his model of the whaling brig *Kate Cory*, built in 1848. The model is 1:64 scale (24" long by 9" in breadth and 21" tall). It is from the [Model Shipways kit](#) (those original yellow boxes). The hull is solid carved as were all Model Shipway kits at that time. *Kate Cory* was originally built as a sloop and converted to a brig after her first voyage. She had only four voyages before she was captured by the Confederate Raider [CSS Alabama](#).

Rich started work on his model in 1989. After completing the hull, deck and rails, he had to put it aside. He picked it up again in October, 2016. He stated that it had aged very well, but the deck needed to be refinished to better reflect what would be expected on a whaler. Over the last year, he has completed the deck furniture, masts and yards. The coppering was done years ago using rolled shim stock adhered with contact cement. Rich attached the copper by priming the hull with a coat of contact cement, letting it cure for 24 hours and applying a second coat. He then attached the copper in strips by coating each strip with contact cement. He used a ponce wheel to represent nails. The model looks very good. Rich noted that there is a build log for *Kate Cory* on The NRG's *Model Ship World*; he found it very helpful, especially in building such pieces as the tryworks and other deck furniture. Rich bought this kit, along with the 1:96 kit of the *Essex*, from Model Shipways when they were located in the Poconos. He may build *Essex* next. Good going, Rich.





## SHOW AND TELL



### Pirate Ship Kit – Mason Logie

Mason will be building [this kit](#) soon in preparation for next year's Halloween exhibit at the National Lighthouse Museum in Staten Island. We're sure that Mason could get pointers from Don Otis to get it done in a week!



### America – John Marinovich

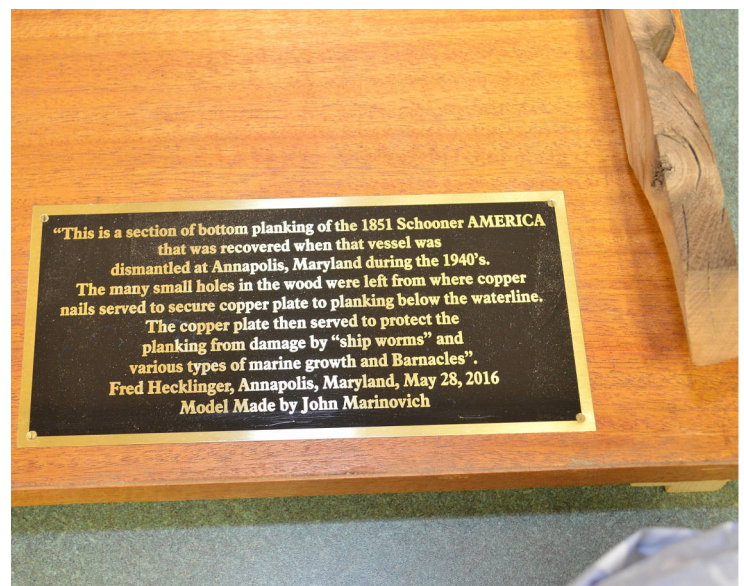
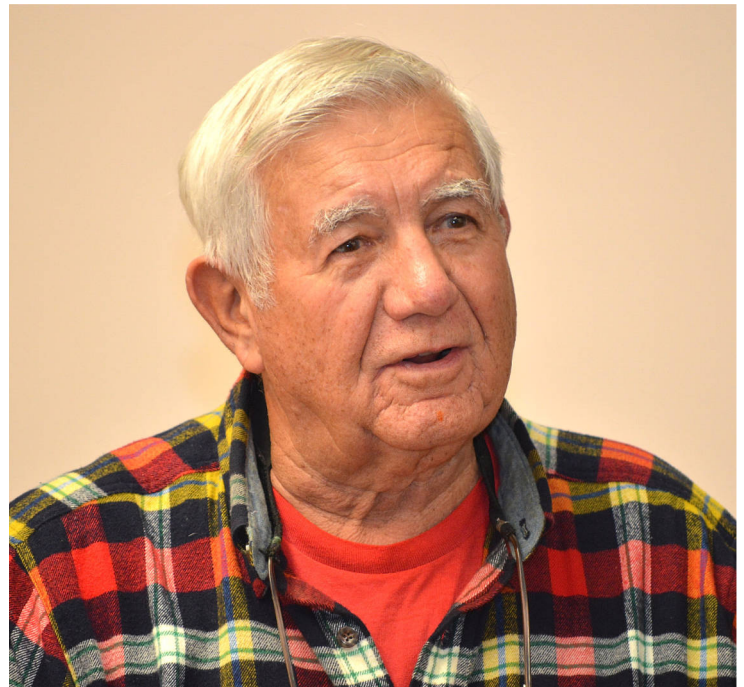
The [America](#), designed by George Steers, was built in New York City in 1852. She competed in England and won sailing contests against twenty six other vessels of various sizes and tonnage. John's model is 1" to 36' making the hull some 37" long and 10" in breadth. John used teak for the hull planking. We have seen this model several times, all the way back to when John was fashioning the bulkheads. The deck of the model is maple, laid in strips backed by 1/32 aircraft plywood. The border planks are lap jointed. John plans to install many fittings and blocks before he fastens the deck to the hull. He has been using a [Hegner scroll saw](#) during the build.

The *America* was destroyed in the Snow Storm of 1942. John contacted the man who owned her at that time (also a model builder), and was given a piece of the original yacht. John is using parts of the actual vessel in his model. With inspiration from the owner, John is also working on a second sailing model of the *America* for his grandson.

John will be fully rigging the model. He asked for insights on how to affix blocks to the various eyebolts, etc. We let him know about the internally stopped blocks from Chuck Passaro's Syren Ship Model Company. He plans to use Chuck's blocks. John will be scratchbuilding many of the fittings (windlass, etc.). He likes the look of brass, but knows that he needs to make it look more authentic. Jeff Fuglestad told him about a solution that Jeff uses to blacken brass – a product that doesn't flake. After soaking a brass part in the solution, a slight burnishing gives the part a nice patina. The solution is called XL-12, available from suppliers to jewelers and engravers.

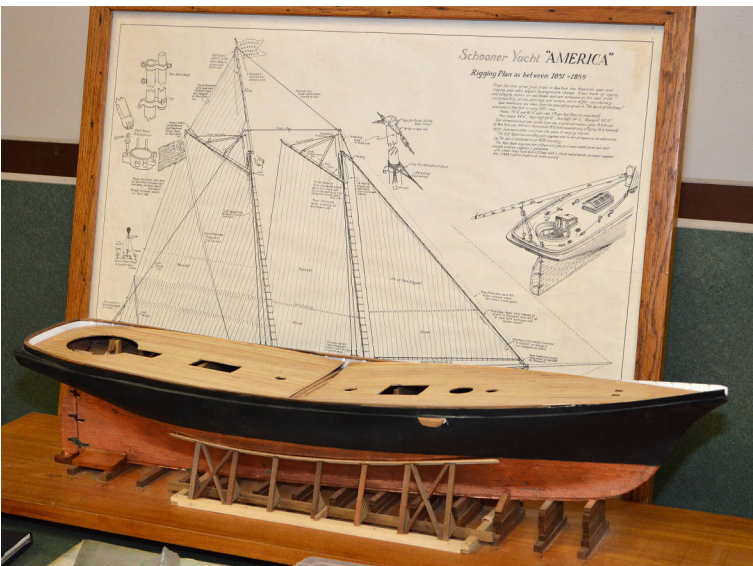
John passed around a brass fitting that he had made on his lathe. He would like to be more proficient at lathe work, but there aren't many adult lathe classes offered locally anymore. That said, our own Ossie Thalman is a machinist who does incredible work. Maybe if John buys Ossie a computer, Ossie will help him with machining techniques! Good progress, John.

—Continued on next page





## Yacht America, John Marinovich





## TOOL TIME

I think most of us would agree that one of the greatest aids to successful ship modeling is adequate lighting.

I had been looking for some time for a portable, lightweight, flexible lamp that did not put out a lot of heat. A few months ago, I ordered the one pictured to the right. It's a [Model TT-DL20](#) lamp from TaoTronics. It cost \$25.99.

This lamp is unusual, in that it doesn't have any buttons. A double tap to the front of the base turns the lamp on and off; a continuous press regulates brightness. A vibration indicates when you have reached maximum or minimum light levels. Sliding a finger along the arm provides a continuous range of lamp color from pure white to an orange, incandescent tone (6500-2700K CCT). I use a setting just slightly warmer than pure white. All settings are memorized when you turn the lamp off, so they return to your favorite brightness/CCT levels as soon as you turn the device back on.

The base is nicely weighted, enough that the hinged arm can be lowered to an angle of nearly 30 degrees from the horizontal to provide additional elbow room or for reach. Anchoring the base with additional weight or some other device will allow depression below 0 degrees horizontal. The lamp head is hinged as well, and can be tipped up and down to more accurately focus the light where you most need it. The light is glare-free, uniform and non-flickering—easy on the eyes. For the kind of tiny, detail work I do, the lamp is ideal.

About the only thing I don't like is that if I have to reposition the unit, I have to turn it off before moving it, then turn it back on again. This is because if I grab the arm while the lamp is on, the color will change from its memorized setting. Not a big deal.

As best I can make out, Amazon is the sole distributor of TaoTronics products in the US. The TT-DL20 is no longer being offered by Amazon, but a good (perhaps better) substitute appears to be [Model TT-DL13](#) at \$29.99 (pictured below).

—Steve Maggipinto





# On the Road... — By Barry Rudd

Some of you might be familiar with or have heard of the US Navy Museum at the Navy Yard in Washington, DC. Others may not be aware – I just recently found out about it myself.

I was in Maryland over the Thanksgiving holiday and decided to visit this museum. To my surprise, it was worth the trip. I highly recommend that if you are in the vicinity of or in Washington, DC and have the time, that you visit the museum – I think you will find it worthwhile. The downside is that it is located on a Navy base – the Navy Yard in Washington, DC – not the easiest place to locate. And, when you get there, if you do not have a federal or military ID, you have to fill out a form and they check to see if you are eligible for a security clearance to enter the base. The whole procedure only takes a few minutes. I'm not sure how they can, in a few minutes, check your background and determine whether you qualify for a clearance, but they do.

After you get done dealing with some less than friendly civilian employees and you get approved to enter, they give you a slip of paper to place on the dashboard of your car so that you can park by the museum. There's plenty of parking across the street. That's not the problem. The problem is finding the museum building. They give you a map of the base that is basically useless, so you start driving around asking anybody you can find where the museum is. Keep looking and eventually you will find it. Once you walk into the museum you realize it's been worth the hassle getting there.

The building has many artifacts and a lot of models. The ship models range from the beginning of the Navy up until modern times. The museum also houses Harold Hahn's model of the *Hannah*. The model is mounted in a case on the wall right outside the restrooms – not a prime location for it. But it's easy to find. Other models include battleships, aircraft carriers, etc., and about a half dozen Great White Fleet models. Very impressive. They also have a Japanese Zero and a Navy Hellcat – the actual planes, not models – hanging from the ceiling. Also on site are Navy World War II anti-aircraft guns and ship's cannons. These are all actual items not reproductions. The research vessel *Trieste* is on display. One of the most imposing items is the fighting top from the *USS Constitution*. I'm not sure if this is the original from the ship or if it's a reproduction. If it's a reproduction, it is full-size. Again, very impressive.



They have a lot of other US Navy artifacts from throughout the years including quite a few paintings and photographs. So for anyone who has an interest in the United States Navy and its history, or just likes to look at ship models, I'm sure you will enjoy the museum. Again, I highly recommend it. Lastly, it has the inevitable gift shop with overpriced gifts. But I did purchase a reasonably priced Navy tee shirt and you might find something you would like to purchase.

You can check their website for additional info at [this link](#).



## US Navy Museum at the Washington DC Navy Yard

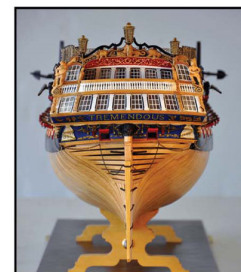
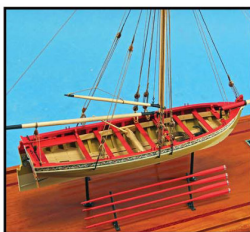


## THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: [www.thenrg.org](http://www.thenrg.org) or call 585 968 8111



# 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 edited by Steve Maggipinto. Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto at [stevemagg@optonline.net](mailto:stevemagg@optonline.net).

If any member would like an email copy of the roster, please drop a note to Tom Ruggiero at the email address listed below. If there is an error in the roster let Tom know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Tom because if it is, you won't get member bulletins. You can eliminate the filtering by adding Tom's email address 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 Tom Ruggiero 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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