



Volume 35, Number 1

Newsletter of the Ship Model Society of New Jersey

January 2017

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Our next club meeting is
Monday
January 23 at 6:45PM
 ROSELAND PUBLIC
 LIBRARY

DECEMBER NOTES...

The meeting was opened at 1845 by our Past President, Tom Ruggiero, as Jim Lavelle was ill. Our Treasurer, Al, was not able to attend as his wife Grace was in the hospital.

Another outstanding job on *The Broadaxe* by Steve Maggipinto.

Tom welcomed a light turnout of 14 members and one guest. The guest was Elijah Barber who was introduced to the SMSNJ by the current exhibit at the Morris County Library. Welcome Elijah. Since the Library hosts a model train display in our normal meeting room, we had our meeting in the Library itself. [Click here](#) for photos. The meeting concluded at 2000, whereupon several members proceeded to the Caldwell Diner.

It is very important to note that a few of our meetings were shifted to Monday due to scheduling issues and overbooking. If you know someone who doesn't read *The Broadaxe* or refuses to use e-mail, please let them know. The schedule of meetings for the next few months is:

Monday, January 23
Monday, February 27
 Tuesday, March 28
Monday, April 24

After that, we will be back on the fourth Tuesday of the month.

In accordance with the wishes of Julie McGowan, Tom's wife, SMSNJ made a donation to the [Mariners Museum](#) in Tom's memory. Additionally, SMSNJ made a \$100 donation to the Roseland Library.

Treasurer's report. Since Al Geigel was not present, Tom Ruggiero presented the report. The treasury is very healthy.

Chuck Passaro discussed the next few meetings and laid out the schedule for them. January will be the White Whale Auction. The February Tech Session will be Resin Casting, and the March Tech Session will be Weathering of Wood by Mason Logie.

The next Saturday Workshop will be January 14, at Chuck's Workshop. If you're coming, please let him know in advance and enter through the backyard.

Continued on Page 2



UPCOMING EVENTS

JANUARY

- 14 - Group Working Session
- 23 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor
- 24 - Morris County Library show ends

FEBRUARY

- TBD - Group Working Session
- 27 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

MARCH

- TBD - Group Working Session
- 28 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

On the Horizon

Joint Clubs Meeting at Annapolis



Upcoming Tech Sessions

December - No tech session.

January - White Whale Auction.

February - Resin Casting.

March - Weathering of Wood.

Tech Session. At the December meeting we all went to our normal gathering room to view a very large "O" Scale train layout with multiple engines and operating features, including digital sound. It was very impressive indeed.

OLD BUSINESS



Naval Academy Visit. Roy Goroski reported that he is still working on making arrangements for a late March or early April 2017 visit. He will keep trying to make contact.

White Whale Auction. The accounting for the White Whale Auction takes quite a bit of time. In an effort to manage the work load, preregistration forms were passed out last meeting and are available on our website. Filling out the forms before the sale will allow the seller to keep a larger percentage of the sale, will help us be more accurate in reporting results, and save a tremendous amount of work. Please do your best to help us out.

Morris County Library Show. The Morris County Library is ongoing. As reported in the last *Broadaxe*, there are 39 models on display and the show has been very well received. The display will remain until Tuesday, January 24th, the day after our January meeting. Thanks to all who brought models and helped in the setup process. [Click this link](#) for photos of the exhibit.

Staten Island Lighthouse Show. This event, held on November 19th, went very well. Five of our members were on hand to greet visitors; the display included 20 models. Action was slow in the morning, but things picked up in the p.m. Two visitors from Brooklyn indicated they might be interested in joining the club. Ossi Thalmann brought his motorized *Arizona*, a fitting tribute just days shy of the 75th anniversary of the attack on Pearl Harbor.

Staten Island Drydock Tour. The [Wavertree](#) has returned to South Street after extensive repair at [Caddell Drydock and Repair](#) in Staten Island. The [Peking](#) is still in the drydock where it will be repaired and readied for its voyage to Hamburg, Germany. Mason Logie reports that SMSNJ has been invited to tour the Caddell facility. He will be working out the details with them, including a date. *Peking* was made famous by the sail training pioneer [Irving Johnson](#); his footage filmed on board during a passage around Cape Horn in 1929 shocked experienced Cape Horn veterans and landsmen alike at the extreme conditions *Peking* experienced. In November 2015, the German government decided to purchase the ship, to be a part of the announced German Port Museum in Hamburg.



Northeast Joint Clubs. As reported in the last *Broadaxe*, we will need to set up a committee for this year's Northeast Joint Clubs meeting in April. We will need to liaise with Dan Pariser and the New York Club to make certain that we have a round table speaker and that all details for the Jim Roberts award are set up quickly and efficiently. Also, SMSNJ will be hosting the meeting in 2018 and needs to be set up to take on that responsibility in April 2017. Chuck P. and Tom Ruggiero will be on the committee, but at least one more member is requested. Note that Al Geigel usually does this, but we are giving him a break this time. Someone else needs to step up.

Recognize These Guys?



Yep. It's plank owner Stan Sinowitz and Barry Rudd in a very recent photo taken at their new digs in sunny Florida. Note the golden tone, cane furniture, palm trees, and the polo shirts and shorts. No need to remind ourselves of the teens we have been reading on our thermometers these days.

Accompanying message from Stan: "*Barry and I are both enjoying Florida only we miss having one of the best model ship clubs in our back yard. If enough of you retire and come down to Palm Beach County to live we can start a new club here!*" Very tempting, Stan...

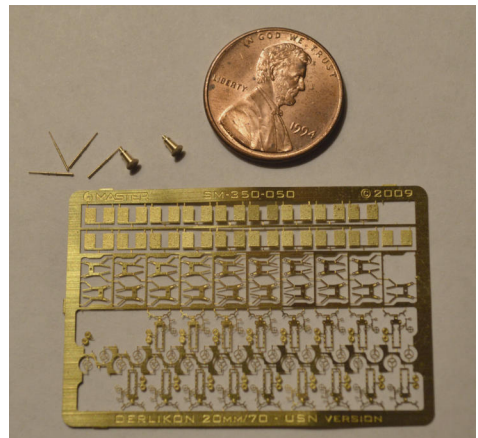
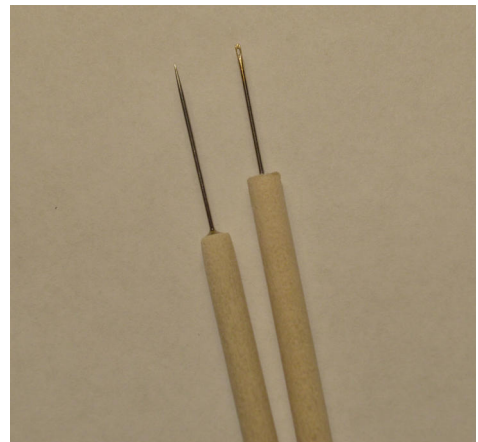
TOOL TIME

By Steve Maggipinto

As some of you know, I like to work in small scales, sometimes known as "Bob Fivehouse sizes". Creating assemblies made up of tiny parts can often be a real challenge.

So I put together a trio of applicators that seem to be doing the job. These were easily made using 3/16" dowels and medium size sewing needles. For 2 of these applicators, I drilled a small hole in one end of the dowel and inserted the needles with the eye inside, the point out. Since I use both epoxy and CA, I color coded the base of each dowel: red for epoxy, blue for cyano. I tested a few lengths of dowel and found just the right length that works in maximizing control.

For the third applicator, I drilled the hole and then reversed the needle, leaving the eye exposed. I use this with CA where I need some extra product for larger applications. Tired of having capillary tubes clog up, I drip the cyano on a small piece of glass and transfer this using one of the applicators. I let several drops of cyano dry on the glass and then scrape them off with a razor blade or use nail polish remover.



20th Century History



THE BATTLECRUISER Part II

Battlecruisers in Action 1914–1916

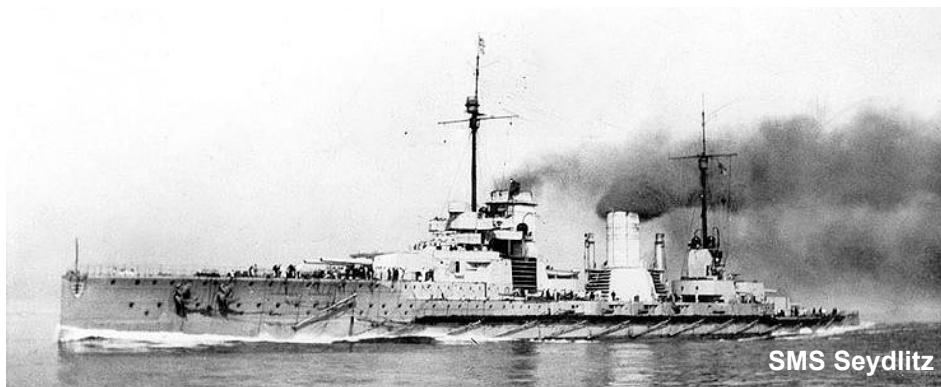
The first combat involving battlecruisers during World War I was the [Battle of Heligoland Bight](#) in August, 1914. A force of British light cruisers and destroyers entered the Heligoland Bight (the part of the North Sea closest to Hamburg) to attack German destroyer patrols. When they met opposition from light cruisers, [Vice Admiral David Beatty](#) took his squadron of five battlecruisers into the Bight and turned the tide of the battle, ultimately sinking three German light cruisers and killing their commander, [Rear Admiral Leberecht Maass](#).

The German battlecruiser [Goeben](#) perhaps made the most impact early in the war. Stationed in the Mediterranean, she and the escorting light cruiser [SMS Breslau](#) evaded British and French ships at the outbreak of war, and steamed to Constantinople (Istanbul) with two British battlecruisers in hot pursuit. The two German ships were handed over to the Ottoman Navy; this was instrumental in bringing the Ottoman Empire into the war as one of the Central Powers. *Goeben* herself, renamed *Yavuz Sultan Selim*, fought engagements against the Imperial Russian Navy in the Black Sea and against the British in the Aegean Sea.

The original battlecruiser concept proved successful in December 1914 at the [Battle of the Falkland Islands](#). The British battlecruisers [Inflexible](#) and [Invincible](#) did precisely the job for which they were intended when they chased down and annihilated the German East Asia Squadron, centered on the armoured cruisers [Scharnhorst](#) and [Gneisenau](#), along with three light cruisers, commanded by [Admiral Maximilian Von Spee](#),

in the South Atlantic Ocean. Prior to the battle, the Australian battlecruiser [Australia](#) had unsuccessfully searched for the German ships in the Pacific.

During the [Battle of Dogger Bank](#) in 1915, the aftermost [barbette](#) of the German battlecruiser [Seydlitz](#) was struck by a British 13.5-inch shell from [HMS Lion](#), herself a battlecruiser. The shell did not penetrate the barbette, but it dislodged a piece of the barbette armor that allowed the flame from the shell's detonation to enter the barbette. The propellant charges being hoisted upwards were ignited, and the fireball flashed up into the turret and down into the magazine, setting fire to charges removed from their brass cartridge cases. The gun crew tried to escape into the next turret, which allowed the flash to spread into that turret as well, killing the crews of both turrets. *Seydlitz* was saved from near-certain destruction only by emergency flooding of her after magazines, which had been effected by [Wilhelm Heidkamp](#). This near-disaster was due to the way that ammunition handling was arranged and was common to both German and British battleships and battlecruisers, but the lighter protection on the latter made them more vulnerable to the turret or barbette being penetrated. The Germans learned from investigating the damaged *Seydlitz* and instituted measures to ensure that ammunition handling minimized any possible exposure to flash.



Apart from the cordite handling, the battle was mostly inconclusive, though both the British flagship *Lion* and *Seydlitz* were severely damaged. *Lion* lost speed, causing her to fall behind the rest of the battleline, and Beatty was unable

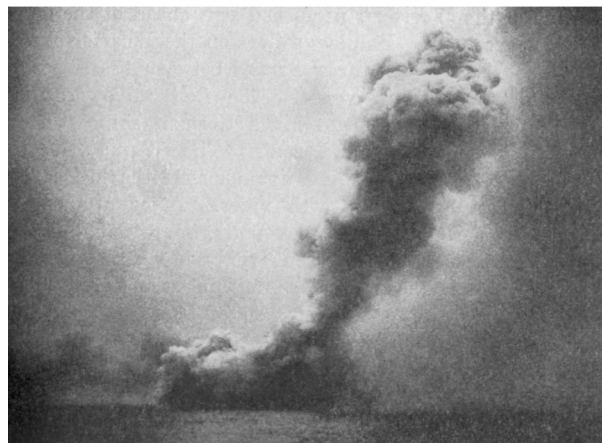
to effectively command his ships for the remainder of the engagement. A British signalling error allowed the German battlecruisers to withdraw, as most of Beatty's squadron mistakenly concentrated on the crippled



armored cruiser [Blücher](#), sinking her with great loss of life. The British blamed their failure to win a decisive victory on their poor gunnery and attempted to increase their rate of fire by stockpiling unprotected cordite charges in their ammunition hoists and barbettes. This tactic would later prove costly.

At the [Battle of Jutland](#) on 31 May 1916, both British and German battlecruisers were employed as fleet units. The British battlecruisers became engaged with both their German counterparts, the battlecruisers, and then German battleships before the arrival of the battleships of the British Grand Fleet. The result was a disaster for the Royal Navy's battlecruiser squadrons: *Invincible*, [Queen Mary](#), and [Indefatigable](#) exploded with the loss of all but a handful of their crews, prompting Beatty to comment: "There seems to be something wrong with our bloody ships today". The exact reason why the ships' magazines detonated is not known, but the plethora of exposed cordite charges stored in their turrets, ammunition hoists and working chambers in the quest to increase their rate of fire undoubtedly contributed to their loss. Beatty's flagship *Lion* herself was almost lost in a similar manner, save for the heroic actions of [Major Francis Harvey](#). The heavier-armored German battlecruisers fared better, in part due to the poor performance of British fuses (the

British shells tended to explode or break up on impact with the German armor). [Lützow](#) — the only German battlecruiser lost at Jutland — had only 128 killed despite



HMS Queen Mary blows up during the Battle of Jutland

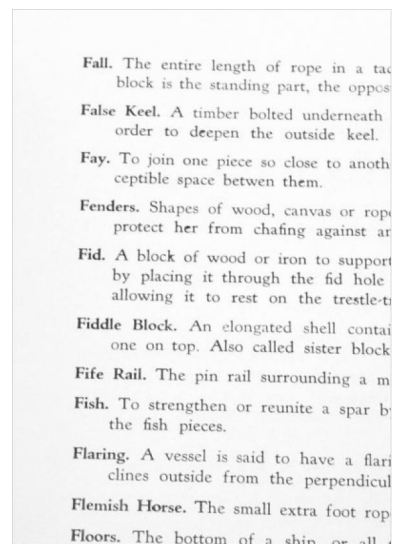
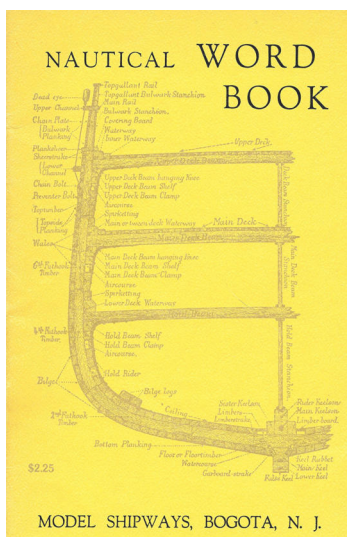
receiving more than thirty hits. The other German battlecruisers, [Moltke](#), [Von der Tann](#), [Seydlitz](#), and [Derfflinger](#), were all heavily damaged and required extensive repairs after the battle. *Seydlitz* barely made it home. These 5 ships had been the focus of British fire for much of the battle.

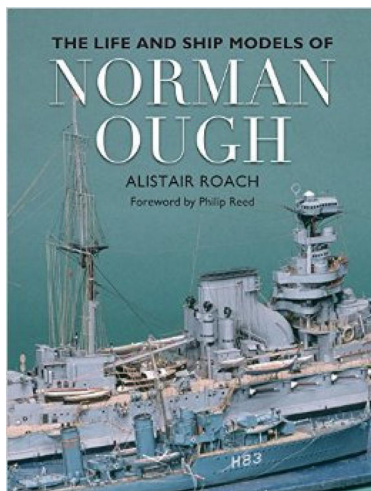
BOOKS AND PUBS



At the December meeting, **Ken Schuetz** brought a well-thumbed copy of the *Nautical Word Book*. It's an anthology of terms used in the shipbuilding industry, focused primarily on older sailing vessels. The paperback was first published in 1962 by Model Shipways.

Reading a Practicum and not sure what a term means? This is your translation bible. The book is available at [Amazon](#) — if you can get past the ghastly color of the cover. At \$1.33 + shipping it's a steal.





Larry Friedlander discussed a recent addition to his collection, [*The Life and Ship Models of Norman Ough*](#). [Ough](#) (1898 – 1965) was a marine model maker whose models of Royal Navy warships are regarded as among the very finest of warship models. Many of Ough's models are on display or held in store in museums including the [Imperial War Museum](#), the [National Maritime Museum](#) and the [Royal United Services Museum](#).

One of Ough's earlier models was of the battleship [HMS Queen Elizabeth](#), which he made for Lord Howe. Howe presented it to Admiral David Beatty. There followed commissions for his models from many museums. One of his most impressive creations was a display of 151 models depicting the composition of the British Grand Fleet at the Battle of Jutland. The display spanned 4 panels, each 80 x 13 inches.

Ough was commissioned to construct models for effects in several films including *Convoy* (1940), *Sailors Three* (1940), *Spare a Copper* (1940), *Ships with Wings* (1941), *The Big Blockade* (1942), *San Demetrio* (1943) and *Scott of the Antarctic* (1948).

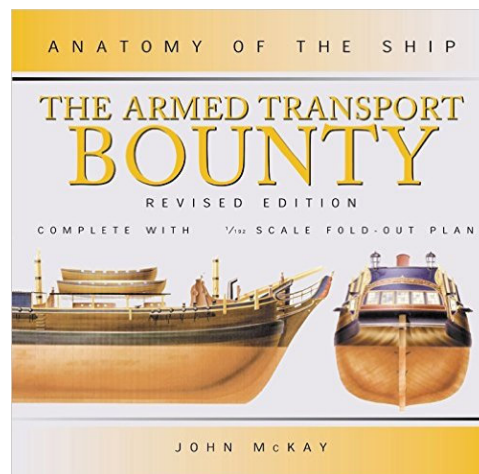
Larry rates the book as very enjoyable if you're into the minutiae of real ships and ship models. It details the story of both Ough's life and models. Larry found it dated but interesting. The hardcover is \$39.95 at [Amazon](#) but you can find it cheaper by searching online.

Chuck Passaro arrived at the meeting with a copy of [*The Armed Transport Bounty*](#). This is another excellent edition from the [Anatomy of the Ship](#) collection originally published by UK's Conway Maritime Press and republished in the US by the Naval Institute Press. The Anatomy of the Ship series of books are comprehensive treatments of the design and construction of individual ships.

Each volume begins with a general history of the vessel as preface to a set of detailed scale drawings showing every part of the interior and exterior, from keel to masthead. Black-and-white photographs and engravings round out the description. Since 1998, each volume has carried a large-scale plan on the reverse of the fold-out dust jacket.

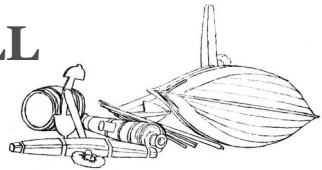
According to its producers, the series aims to provide the finest documentation of individual ships and ship types ever published. What makes the series unique is a complete set of superbly executed line drawings, both the conventional type of plan as well as explanatory views, with fully descriptive keys. These are supported by technical details and a record of the ship's service.

The ships chosen are a mix of famous vessels, such as [HMS Victory](#) and [Yamato](#), and less-famous ships that are well-documented representatives of their class ([HMS Bellona](#), [Lawhill](#)).

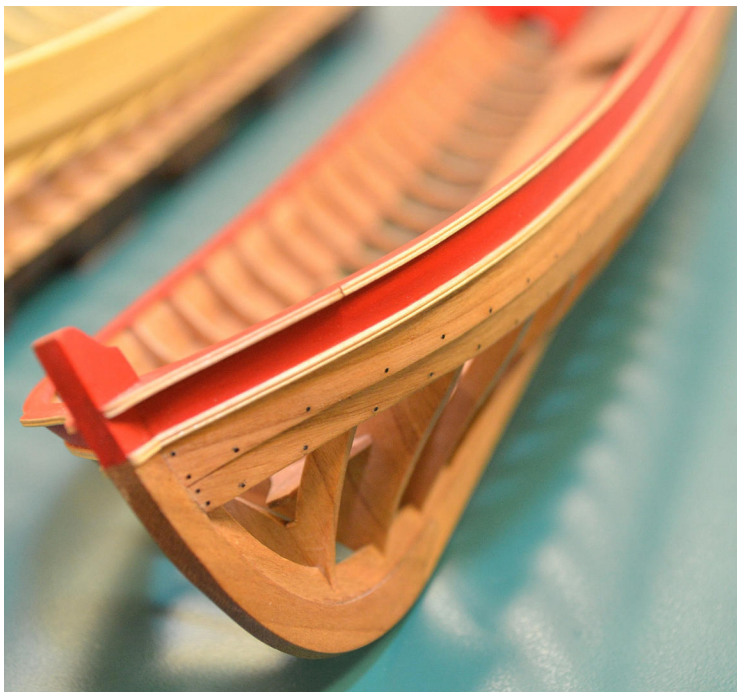
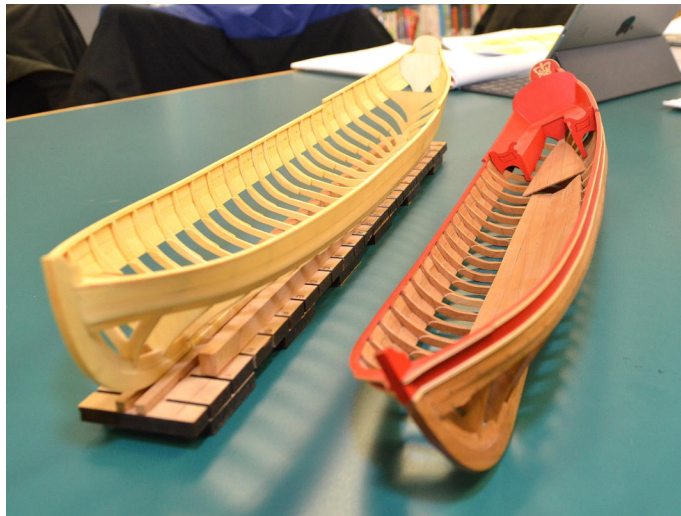


Data for these reviews from [Wikipedia](#)

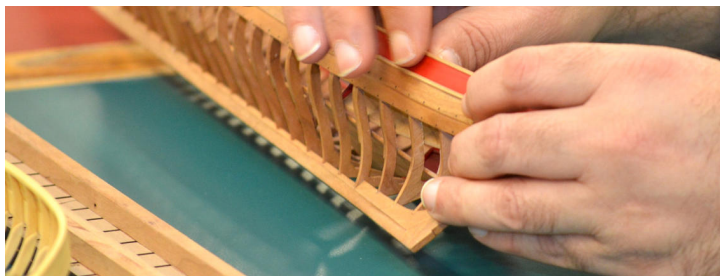
SHOW AND TELL



Chuck Passaro is making very good progress on his Queen Anne Style Barge. In fact, there are two. The original project was in cherry. He has also added one in [Alaskan Yellow Cedar](#). The cedar version is very similar to the hue of boxwood. Chuck expects the color to darken slightly with age. The version in cherry lends a very smart appearance, similar to the color that Tom Ruggiero has seen in period models.



The barge is circa 1703 in 1:24 scale yielding a model that is 20 inches long with a 4 inch beam. Chuck intends to eventually offer the barge as a kit through his company, [Syren Ship Models](#). A characteristic of the cedar version is that it is surprisingly light but very strong at the same time. Chuck likes Alaskan Yellow Cedar. It shapes, bends and glues well. It is available at [Woodprojectsource.com](#).



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.

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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