



Volume 35, Number 7

## Newsletter of the Ship Model Society of New Jersey

July 2017

### In This Issue

[Upcoming Events](#)  
[Upcoming Tech Sessions](#)  
[Old Business](#)  
[New Business](#)  
[Tech Session](#)  
[Books and Pubs](#)  
[Show and Tell](#)  
[On the Road](#)  
[Club Information](#)

Our next club meeting is  
**July 25 at 6:45PM**

**ROSELAND PUBLIC  
LIBRARY**

### JULY NOTES...

The June meeting was opened at 1845 by President Jim Lavelle; it adjourned at 2045. There were nineteen members in attendance. For photos, [click here](#).

Annual membership fees were due at this meeting. As always, in the capable hands of the Executive Board, the treasury is very healthy. Al Geigel had already received several dues checks and many of the attendees paid up at the break. The result is that most members are current. The Club thanks you all. If you are among the few who haven't paid yet, please send a check to Al. His address is on the last page of *The Broadaxe*.

Mike Rogers brought a slightly used Dremel Scroll Saw to the June meeting. Offered for auction, the saw was the object of a lively bidding war. It eventually went home with Ossie Thalmann.

Next month's meeting is Tuesday, July 25th. The Tech Session is "Making Small Scale Masts and Spars" presented by Tom Ruggiero.

The next Saturday Workshop will be July 22nd at Chuck's house. It starts at 10:00. Please let Chuck know in advance if you will be attending, and come in through the back.

Northeast Joint Clubs Meeting update. The 2018 Joint Clubs meeting in New London will be hosted by SMSNJ. Tom Ruggiero is chairing the committee that will be planning and running the conference. He expects to start this planning no later than the middle of September. At the June meeting, Tom thanked Dan Pariser (who was present) and the New York Shipcraft Guild for running an excellent event this past April. At present, next year's committee includes Tom Ruggiero, Chuck Passaro, Jeff Fuglestad, and Al Geigel. The conference will be held Saturday, April 28, 2018 – advance notice so that you all can mark your schedules. We look forward to having a large SMSNJ turnout.

A change on the Bridge. President Jim Lavelle noted that since he has retired, he has had little time to do club work considering all the other activities with which he is involved. He reluctantly stated that he can no longer serve as President, although he is willing to take on the responsibilities of Vice President. Chuck Passaro has thrown his hat into the ring to serve out the remainder of Jim's term. There was a special motion presented and seconded at the meeting, and the membership voted unanimously that Chuck take over as President, with Jim acting as Vice President. All thanked Jim for his service and look forward to having Chuck serve as our new President.



## UPCOMING EVENTS

### JULY

- 22 - Group Working Session at  
Chuck Passaro's Workshop
- 25- Monthly Meeting - 6:45PM,  
Roseland Public Library, 1st Floor

### AUGUST

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

### SEPTEMBER

- TBD - Group Working Session
- 16 - Dinner cruise on Lake Hopatcong
- 26 - Monthly Meeting - 6:45PM,  
Roseland Public Library, 1st Floor

## On the Horizon

Trip to [Gulliver's Gate](#) (Times Square)

## Upcoming Tech Sessions

July 25 - Fabricating Masts and Yards:  
Tom Ruggiero

## OLD BUSINESS



**Follow up on the Farm Show report.** On Saturday, June 3rd, Tom Ruggiero and Ossie Thalmann attended the Farm Show in Pennsville, NJ along with several members of the Philadelphia Ship Model Society. The full report is in [last month's Broadaxe](#), but there was a particular encounter at the show that was not mentioned. There were several re-enactors present, including a Civil War era band and a woman in 1860's dress. Ossie was presented a photograph of himself having a pleasant conversation with the female re-enactor who, in real life, is a teacher (shades of Barry on the 2015 [L'Hermione trip to Philly](#). What is it about SMSNJ men?). Needless to say, all had a great time.



**Naval Academy Tour.** A round of applause to Roy Goroski for a great event. Several of us who attended spoke about the well-organized and fun time we had with the volunteers at the Naval Academy Shop, the tour of the Academy and the hours we spent in downtown Annapolis. As President Jim related, we had full access to the restoration lab where we were able to converse one-on-one with the several model builders and restorers who were there. We had a mini demonstration of hard soldering and were presented with plans for a micro brazing torch (see [last month's Broadaxe](#) for the plans as well as a full report of the trip). Jim related that the cutaway *Gearing* Class destroyer model was so accurate that he was able to

*Continued on Page 3*



point out the boiler site glass. Jim was stationed on the [USS Cook](#), a Destroyer Escort, off Viet Nam. He was a Boilermaker. Jim noted that he is sure we will make this trip again. One of our trip participants, John Marinovich, who was stationed on carrier [Forrestal](#), remarked that the Superintendent of the Naval Academy, Vice Admiral Carter, is an aviator. Admiral Carter made over two thousand carrier landings – quite an accomplishment. John called attention to the thank you that the club sent to the Admiral. That letter is also published in last month's *Broadaxe*. Good job Roy!

**Dinner Cruise on Lake Hopatcong.** Mason Logie will be booking our annual lunch as a cruise of Lake Hopatcong. We have settled on Saturday, September 16, 2017 at 6:00 p.m. (1800). The cost is \$70 per person. More details will follow.

## NEW BUSINESS



**Gulliver's Gate.** This is an ongoing exhibit in Times Square of 1:96 reproductions of major cities throughout the world. It includes ships. Mason asked if there would be interest in visiting the exhibit. There is, but Chuck noted that the club will be quite busy for the rest of 2017. Mason will be looking into doing this in the spring of 2018.

## TECH SESSION

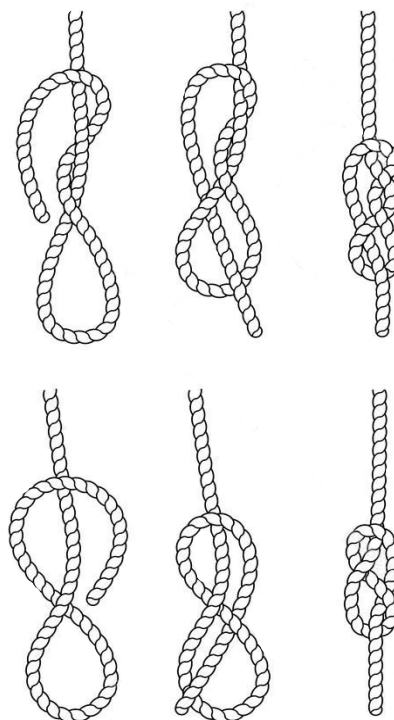
### Knot Tying By Dr. Steve Fletcher



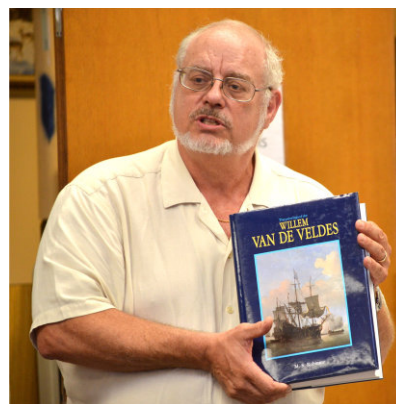
At the June meeting, Dr. Steve Fletcher conducted a session on tying knots. Steve is a surgeon, so knot tying in very tight spaces is second nature to him. The same techniques he uses in the OR are directly transferable to rigging ship models. The session was video recorded to make it easier to follow the actual techniques. To serve as visual aids, Steve brought in the same tooling that is used to teach new residents how to tie knots in tight spaces. Doc demonstrated several basic knots: overhand knot, square knot, half hitch and the surgeon's knot. Other than decorative knots, these constitute the basics that one needs for ship model rigging. Steve noted that his interns must be able to tie several half hitches on a straight pin

inserted in a mattress without pulling the pin out. For demonstration purposes, he used thick line with different colored ends so that the movements could be better visualized. The first knot he showed was an overhand knot. You can make an overhand knot by reversing directions. You can modify a surgeon's knot to create a stopper knot. Steve next demonstrated the half hitch, a knot used to tie a line to a post or spar, then went on to show the clove hitch. A clove hitch is used to secure ratlines and is basically a double loop inside and out. The session to this point was done with larger cord and his fingers, but Steve then showed the method that modelers really need to master – ties using instruments. He

demonstrated how to make two perfect half hitches, a square knot and an overhand knot. He said that it takes his first year students a whole year to master tying knots quickly under pressure. Ever the teacher, Steve then allowed a few of us to try the technique. Great job, Steve. Thank you. You really need to see the video. Jim Lavelle will have DVD's of the presentation at the July meeting. 🎥



## BOOKS AND PUBS



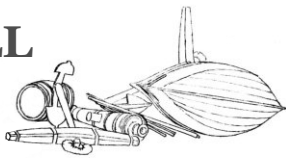
Dan Pariser brought two publications. The first one he showed, a two-volume set, was [\*Paintings of the Willem Van de Velde\*](#) by M. S. Robinson. If you have any interest in, or intention to build anything from 17th Century England, the best references available come from paintings by one of the Van de Veldes (father or son), the most accurate marine artists of the period. Dan's magnificent two-volume set gives a brief synopsis of the Van de Veldes' paintings and provides color plates of the major paintings in large format. Both father and son were court painters for Dutch royalty. When Charles II of England was defeated by Oliver Cromwell during the English Civil War, the king fled to the Netherlands. When he was restored to the English Throne in 1660, Charles invited the whole Van de Velde family to come to England where father and son became court painters. Much of what we know of the great ships of Charles II come from these paintings. The artworks are an unrivaled source of information about these 17th century vessels. The father primarily executed drawings while the son was a more accomplished painter. From these works, 2 two-volume sets were published. One set included drawings and the second paintings. The set that Dan brought is the second set in a reduced size. It is quite expensive, if you can find it, but it is exquisite.



The second book that Dan brought, [\*Ship Decoration 1630-1780\*](#) by Andrew Peters, is a Seaforth Books publication. It provides an excellent overview of ship ornamentation in this very interesting period. The book has drawings, plans, models and descriptions of the major ship embellishments seen throughout Europe during the Great Age of Sail.

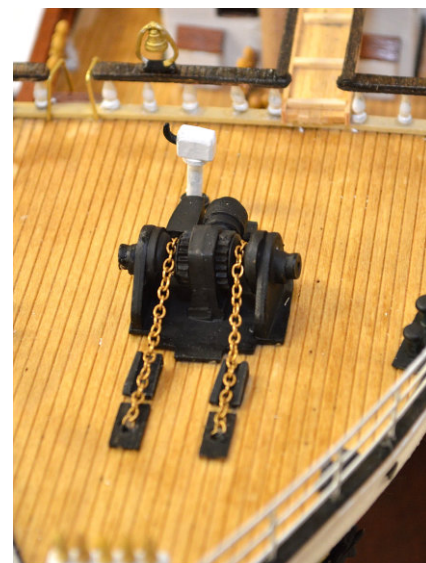
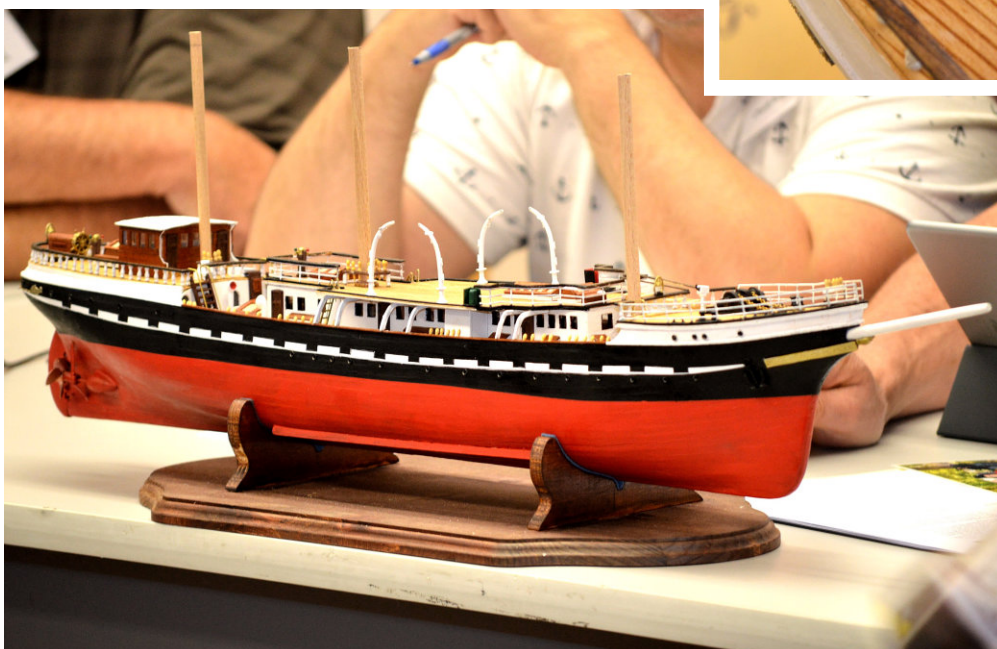


## SHOW AND TELL



**Don Otis** arrived with a completed model of the 3-masted French barque [Le Belem](#). The 750-ton vessel was built in 1896, and was used as a sail training ship and for short cruises. It is currently moored on the River Seine in Paris. Don's model was built from a Solcaine kit in 1:96 scale offered by Model Expo; it's 24 inches long and 5 inches in breadth. Don bought the kit for a very low \$99.99 in 2001. He looked at it at the time, then put it away. Since his latest modeling venture was a battleship, he wanted to do something different and lined up *Le Belem* for his next project. Don found that much of the kit materials were not very good. He replaced the kit material with wood that he had obtained from our late member, Bob Brehm, and dug into spare fittings from his many other projects. Chuck Passaro reminded the members that we have many fittings left over from Jim Roberts (via Mike Gutsick) that are free to members.

For glazing, Don used acetate affixed with white glue, which cures clear. He also used a few peel and stick veneers. Don is portraying the vessel as she appeared in 1980, the only French ship to come to the [Centennial Celebrations for the Statue of Liberty](#). He has been working on the model for three months, and judging by the progress made, is moving along at the usual breakneck pace. Don will be giving the completed model to the mother of his daughter-in-law.

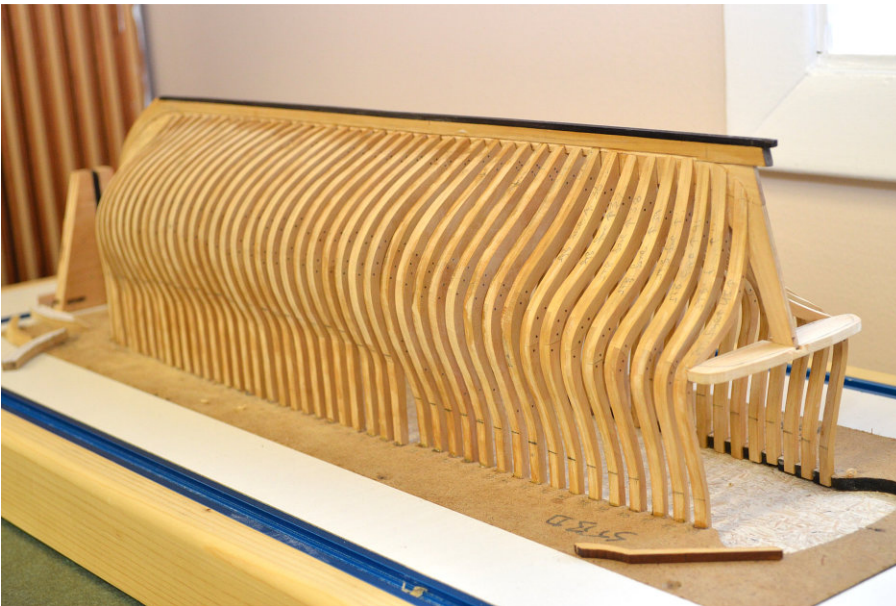




## SHOW AND TELL



*Rattlesnake update.* **John Maughan** reported on the progress he has made since last month. John has removed all of the frames, and has cut out and cleared the glue using the finest toothed scroll saw blades. To be on the safe side, he dry-fit the pieces together before finally affixing them. John used rubber bands to hold the frames to the keel to verify alignment. He faired out the inner parts of the cant frames and reinstalled them fixing them with slow cure epoxy. John is doing a very clean and workmanlike job. He faired the frames with miniature spokeshaves that were fashioned by his grandfather, a pattern maker at the Philadelphia Naval Shipyard. The spokeshaves have various curvatures, are exquisite and work very well. John is now on to the hawse timbers and transom. The model is a 1:64 full frame rendition that was started by Tom McGowan.

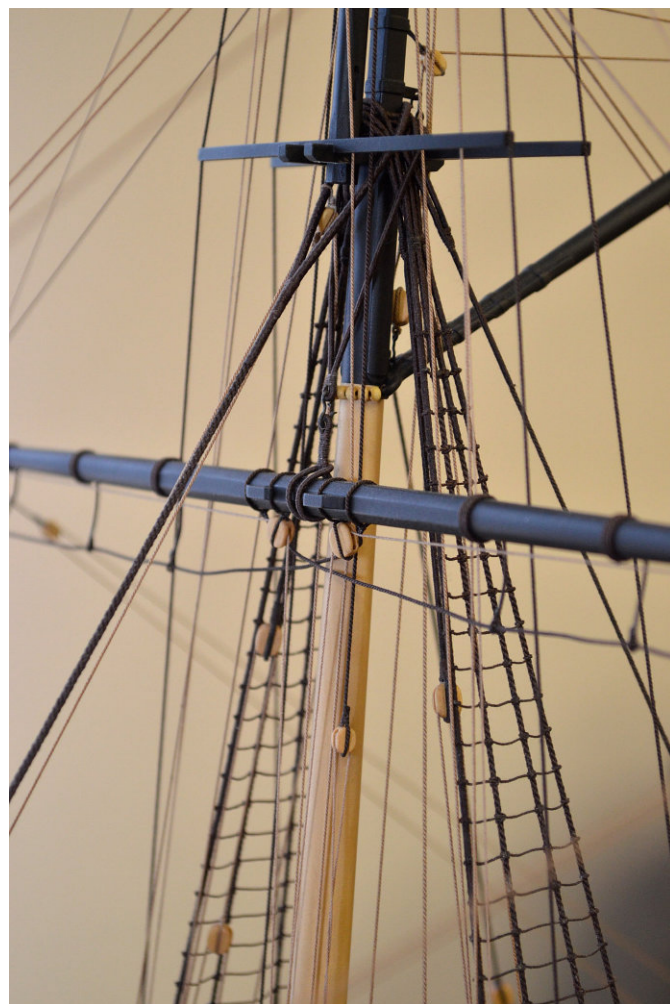
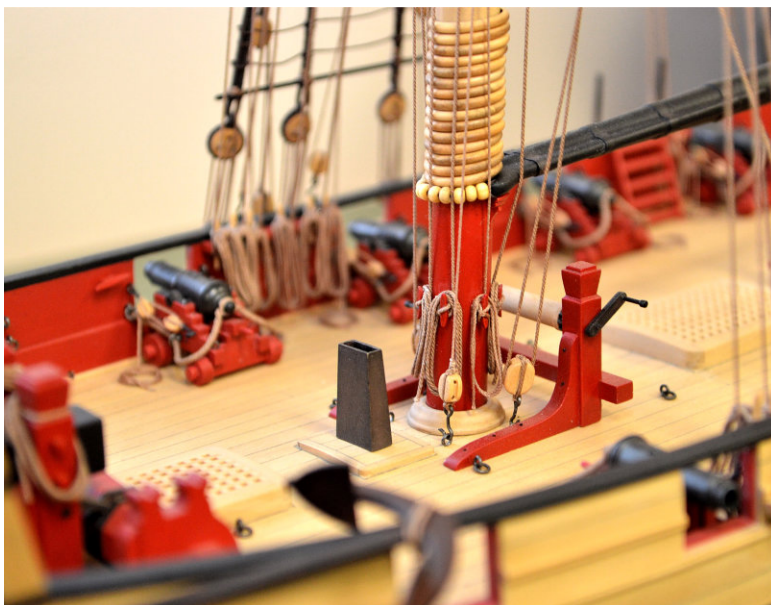




## SHOW AND TELL



**Mike Rogers** brought in his completed 1806 cutter *HMS Cheerful*. He has done a terrific job and is very thankful to Chuck Passaro for all of Chuck's help. Mike has been keeping a [build log](#) on the Model Ship World (MSW) website (note that this is only available to signed-in MSW members – a good reason to join!). Mike cut the planking for *Cheerful* from boxwood strip and made the gratings using a table saw. Finishing touches include the entry stanchions, anchor, and a tissue flag. The model is very well done. There are two differences between Mike and Chuck's *Cheerful*: Mike did not install an anchor buoy, and he dispensed with [treenails](#) in the hull planking. He is now looking to get a display board and case for the model. Great job, Mike.

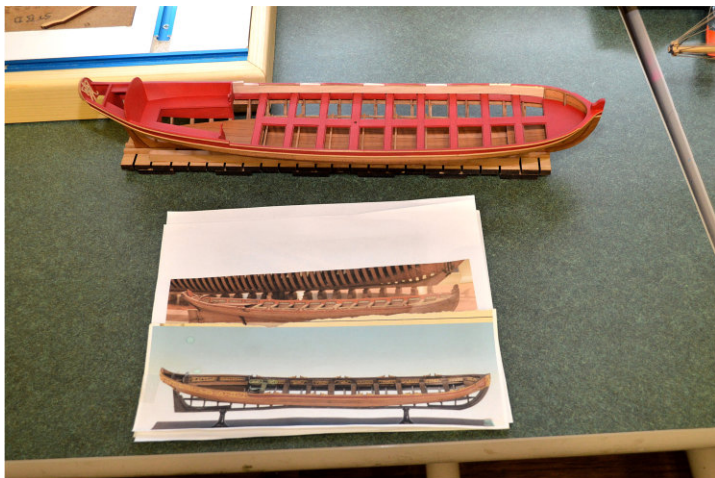




## SHOW AND TELL



**Chuck Passaro** returned with his Queen Anne Barge, an in-progress prototype of a kit that he will be offering through his company, Syren Ship Models. Chuck has just about completed the craft's structure. After viewing a similar model in Preble Hall at the Naval Academy, he has added a further detail, bearing structures in the lower part of the hull. These are points where a rower can set his feet to give himself more purchase on his oar and prevent sliding on the thwarts.







## On the Road

In late April/early May, Jean and I traveled out west to visit 2 of our sons: Michael, a Chief Warrant Officer2 stationed at Fort Hood, TX, and John, who lives in Long Beach, CA. While in Long Beach, we planned a trip to the [Los Angeles Maritime Museum](#), a favorite haunt of mine when we lived in the area in the 1970s and '80s. Traveling across the Vincent Thomas Bridge from San Pedro to LA Harbor, I saw a sign that read "USS Iowa Next Right". I thought to myself "This must be a collection of memorabilia, history and perhaps a model." But, to my surprise, as we reached the summit of the huge suspension bridge, off to the left was the actual battleship! That started my heart pumping. An unexpected bonus. I had no idea it was there.

When you pull into the parking lot, you immediately get a feel for the immensity of the ship. A few yards shy of 3 football fields, it sits low, long and sleek. Of course, not as modern looking as an [Arleigh Burke destroyer](#), but in the eyes of a Baby Boomer, still contemporary and "a piece of art" at 75 years of age. It's no wonder this class is one of the most popular among ship modelers.

A long, wide ramp takes you to the quarterdeck, where you're greeted by a guide who asks if you have any questions. He then asks about your military service, and after you're on your way, announces over the PA your rate/rank, years in the service and assignments ("We welcome aboard..."). A nice touch. The tour of the ship is self-guided, but if you have a smartphone, you can download the [Iowa App](#). It contains excellent and EXTENSIVE information, photos, videos, history and site specific data, depending on where you are in the ship. One of the nice things about *Iowa* is the ability to explore much of the living space below decks, something I'm told is not available aboard [USS New Jersey](#) (I haven't been aboard *New Jersey*).

One of things I was impressed with was the massiveness of everything: length, beam (especially in the stern), 16" turrets, the nearly 20" thick steel of the armored conning tower. We've been aboard [USS Massachusetts \(BB-59\)](#) in

Fall River, MA several times, but in comparison, *Iowa* is a *South Dakota*-class battleship on steroids.

Jean and I spent about 2 hours aboard *Iowa*, up and down ladders from stem to stern, and we barely skimmed the surface. And yes, I can still go down ladders frontwards, although not quite as fast as I did as a 23-year old deck officer! All-in-all a fun trip and definitely worth a repeat. For pictures of the visit, [click here](#).

*Iowa* had a long, distinguished and action-filled career. For more on that, [click here](#). As an aside, it's nice to know that all 4 of the *Iowa*-class vessels, the last battleships built by the US Navy, are still afloat: *New Jersey* in Camden, [Missouri](#) at Pearl Harbor, [Wisconsin](#) in Norfolk and [Iowa](#) in LA.

From *Iowa*, it was a short walk to the Los Angeles Maritime Museum, a facility I had last visited in 2010. The museum has a nice collection of ship models, paintings and artifacts spanning multiple centuries. It's nicely laid out with plenty of space for movement and optimal viewing; it has decent, but not excellent lighting. Collections range from ancient sailing vessels to modern tankers, ferries and multi-era military ships. That's indoors. Outdoors you'll find a 16" rifle and projectile from *USS New Jersey* and artifacts from *USS Los Angeles (CA-135)*: a propeller, a portion of the ship's bow, a mast, bitts, anchors and the ship's bell. CA-135 was scrapped in 1975; late SMSNJ member Bill Farrar served aboard the vessel during the 1950s. Gone from the grounds outside is a 3"/50 naval gun that was there when I visited in 2010. This is the same weapon depicted on Jeff Fuglestad's minesweeper, and the main armament used on most destroyer escorts during WWII.

[Click here](#) for photos of the museum and adjoining grounds. The pictures include ones I took in May, the now-removed 3"/50 (from the visit in 2010) and photos from the museum's WWII collection that I also took in 2010. When we visited this spring, the WWII section (about 1/3 of the museum) was closed for renovation. The photos taken in 2010 run from 072.JPG to 144.JPG.

— Steve Maggipinto



# 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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