



THE SHIP MODEL SOCIETY
OF NEW JERSEY
Founded 1981

Volume 35, Number 6

Newsletter of the Ship Model Society of New Jersey

June 2017

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Our next club meeting is
June 27 at 6:45PM

ROSELAND PUBLIC
LIBRARY

JUNE NOTES...

The May meeting was opened at 1850 by President Jim Lavelle. There were twenty members in attendance, including returning member Neil Raynor. Neil had to put the hobby on hold five years ago but is now getting back into it. Welcome back Neil. No guests were in attendance this month and there was no Tech Session as May was "Bring a Model Night." The meeting adjourned at 2045. For meeting photos, [click here](#).

The June Tech Session will be a great one. Doctor Steve Fletcher is going to show us all how to do very accurate knot tying. It's something that we should all benefit from. In July, Tom Ruggiero will do a session on fabrication of masts and yards.

Treasurer's report. Al Geigel could not be present, but he did send a report. Tom Ruggiero presented the details and reported that the treasury is very healthy. That said, dues are due at the June meeting. If you are not going to be there, please mail a check to Al (address on the last page of the newsletter).

The next Saturday Workshop will be June 24th, at Chuck's workshop. It starts at 10:00 a.m. Please advise Chuck if you will be attending.

Northeast Joint Clubs Meeting Report

There was a report on the conference provided in last month's *Broadaxe*, but we reviewed it briefly at the May meeting for those who had not attended.



As related in the *Broadaxe*, it was a very good conference. New York Shipcraft Guild did an excellent job; most of their members were there. That is all the good news. Not so good is that only eight SMSNJ members attended. Some have never gone to this conference. All those who did go can attest this is a great event. Vice President Chuck noted that four years ago we had more than twenty members present, and he asked for reasons why attendance was so light this year. Was it cost? Travel time? No interest?

We need to make more of an effort to get to this very fine day, especially because we will be running it next year on April 28th. Make note of the date so that you all can mark your schedules.

UPCOMING EVENTS

JUNE

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

JULY

- TBD - Group Working Session
- 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

On the Horizon

Sept. 16 - Dinner Cruise on Lake Hopatcong



Upcoming Tech Sessions

- June 27 - Knot Tying: Steve Fletcher
- July 25 - Fabricating Masts and Yards:
Tom Ruggiero



Bowline

OLD BUSINESS



Farm Show. On Saturday, June 3, Tom Ruggiero and Ossie Thalmann attended the farm show in Pennsville New Jersey along with several members of the [Philadelphia Ship Model Society](#). It was an excellent day with cooperative weather and a steady stream of questions and comments. We were located right next to the Delaware River. Ossie brought his *USS Arizona* (it drew constant interest) while Tom worked on making spars for *HMS Liverpool*. Note that *Liverpool* was present at this very location in 1776, just yards away in the Delaware River. There was plenty of interest all around and all had a great time. [Click here](#) for photos.

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.

SMSNJ Visits Annapolis, by Tom Ruggiero.

On Saturday, June 10th, about twenty members and significant others went down to the United States Naval Academy in Annapolis. Also in attendance was our friend Ryland Craze from The [Hampton Roads Club](#) and his wife Pam.

For a few of this hardy group, the journey and activities started the day before. Annapolis is a city with a very rich history. Some of us stayed in the center of the city and enjoyed the sights including the oldest, still in active use State Capitol Building in the country, several very fine restaurants, and a beautiful and very vibrant waterfront.

On Saturday, we were met at the [Preble Museum](#) by Model Curator, Don Preul. Don gave a short introduction and then led us down to the lowest deck (Basement) of Preble Hall. We were all introduced to the museum volunteers who come to this location twice a week to work on the upkeep of models in the Naval Academy collection. There are literally thousands ranging from 1:700 and 1:350 identification models of World War I and II warships and ocean liners up to a 1:24 model of the [USS Lawrence](#) that is literally too tall to be completely restored in the workshop. Included is a builder's model of [USS Maine](#). There is talk now that all of the models that are currently in storage will be displayed at some point, after required cleaning and repair.

Continued on Page 3

OLD BUSINESS



Current projects include a blockade runner, guided missile frigate [Samuel B. Roberts](#) (for a soon to be opened exhibit recalling the attack on [USS Stark](#)), [USS New Ironsides](#), [USS Hornet](#) depicted during the Doolittle Raid, and a Chinese Junk model that was a gift to the crew of Gunboat [USS Panay](#), sunk by the Japanese in China before World War II.

We broke into groups to be shown around the shop by the volunteers. I toured with Bob Giles and Jack Hudock. Jack showed his custom built torch and demonstrated silver soldering. He has kindly provided the plans for the torch, some links to where you can get silver soldering supplies, and a presentation given by Vince McCullough on various methods covering both silver (hard) and soft soldering. See pages 10-13 below for the details.

Some of us then went to the Engineering Building, Rickover Hall. On the second deck is a 1:24 model of [USS Agerholm \(DD 826\)](#). This model was built by Gibbs and Cox



in New York City (late member Henry Barbarack worked in the Model Shop there). The model is a full cut away example that features internal views of gun mounts, boilers and superstructure. Very impressive. Also present in Rickover Hall is a 1:48

[Constitution](#), a model of [USS George Washington \(CVN 73\)](#), and [USS Newark](#), a protected cruiser.

After the Engineering Building, we came back to Preble Hall. The top deck of this building features the Rogers collection, an extensive array that contains forty eight models, some in ornate display cases. The collection is stunning. On the first deck is the Naval Museum. The museum covers the period from the Revolutionary War through space travel. Included are



such artifacts as the uniform that Admiral Nimitz wore at the Japanese surrender ceremony, the mess table on which the peace accords were signed, the wheel from Admiral Farragut's flagship [USS Hartford](#) and the "Don't Give Up the Ship" flag that flew on [Niagara](#) at the [Battle of Lake Erie](#). There were several weddings going on at the chapel. In the basement of the chapel are interred the mortal remains of John Paul Jones. After we left the Academy, we all chowed down at the Galway Bay Pub just down the street from Gate 3. The food service and the atmosphere were great. I drafted and sent a thank you letter to Vice Admiral Carter, the Superintendent of the Academy, to point out the contributions of Don Preul and the museum volunteers (see next page). A special Thank You to Roy Goroski for setting this up. [Click here](#) for more photos.





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June 11, 2017

Vice Admiral Walter E. Carter
Superintendent, United States Naval Academy
121 Blake Road,
Annapolis, MD 21402

Sir,

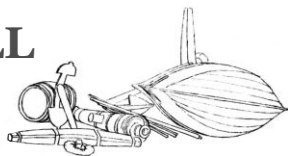
On behalf of the Ship Model Society of New Jersey (SMSNJ), our President Jim Lavelle, Roy Goroski, and all of our members, we extend our thanks to you, and to the staff at Preble Hall, Don Preul, Bob Giles, Jack Hudock, and all of the volunteers in the model work shop for a very enjoyable tour of the workshop, as well as the museum and other models displayed at the Academy on June 10, 2017. Don, and all of the volunteers were extremely, helpful and knowledgeable.

As fellow ship model builders and researchers, we appreciate all of the work that is done at Naval Academy and at the Museum. We recognize the critical need to keep the public aware of the importance of preserving our Naval Heritage and traditions, and especially the contribution that Don and the volunteers at Preble Hall provide.

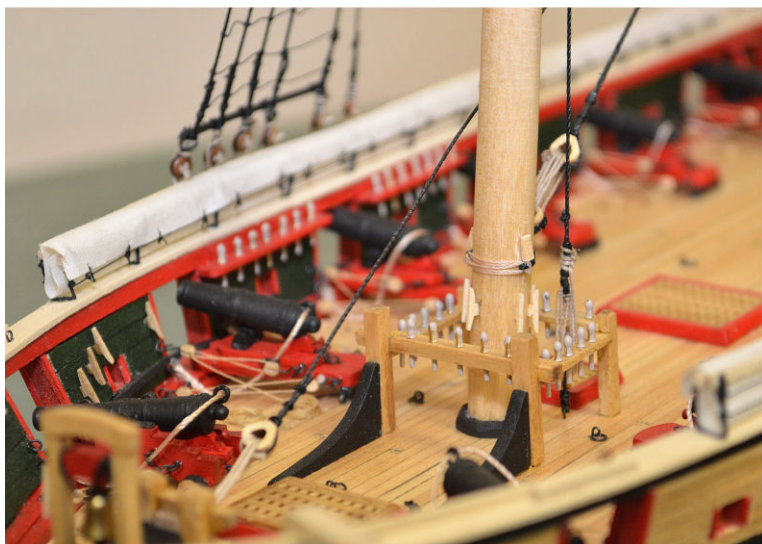
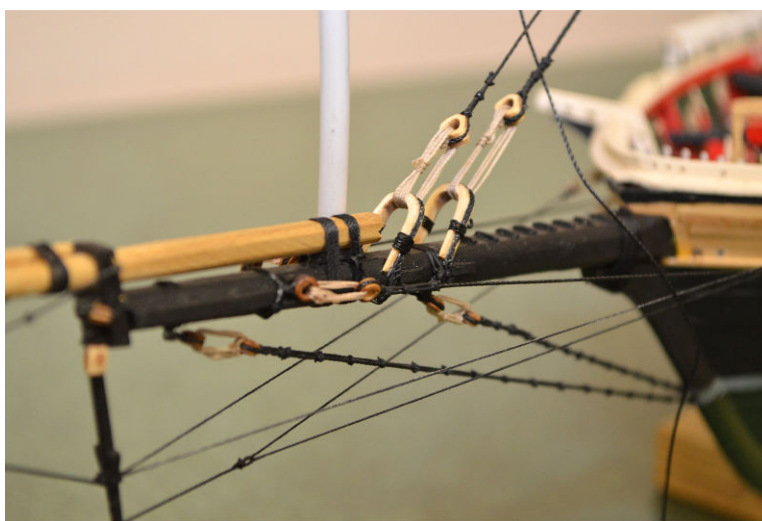
With great admiration and respect,

Tom Ruggiero
Secretary SMSNJ
Tom Ruggiero
Secretary and Past President
Cc: Jim Lavelle
Roy Goroski
Don Preul
Bob Giles
Jack Hudock

SHOW AND TELL



Ray Vernon has been working on his model of [USS Niagara](#) for about two years. It's 1:64 scale, 3/16" to the foot, and is based on the [Model Shipways kit](#). *Niagara* was the flagship of Oliver Hazard Perry at the [Battle of Lake Erie](#) in 1813. The ship flew the famous "Don't Give Up the Ship" flag that currently resides at the Naval Academy. (Secretary's Note: [James Lawrence](#) was the commander of [USS Chesapeake in her battle with HMS Shannon](#). During the action, he was fatally wounded. As he was dying, he gave the command "Don't give up the ship". Lawrence is interred at Trinity Church in Manhattan with his wife and first officer. The tomb can be seen from Broadway in the South Church Yard). Ray's model is approximately 43" in length and 27" tall. The masts are raked quite sharply. Chuck noted that mast caps and [trestletrees](#) should be parallel to the water line. Still more to do, but it is a handsome model.

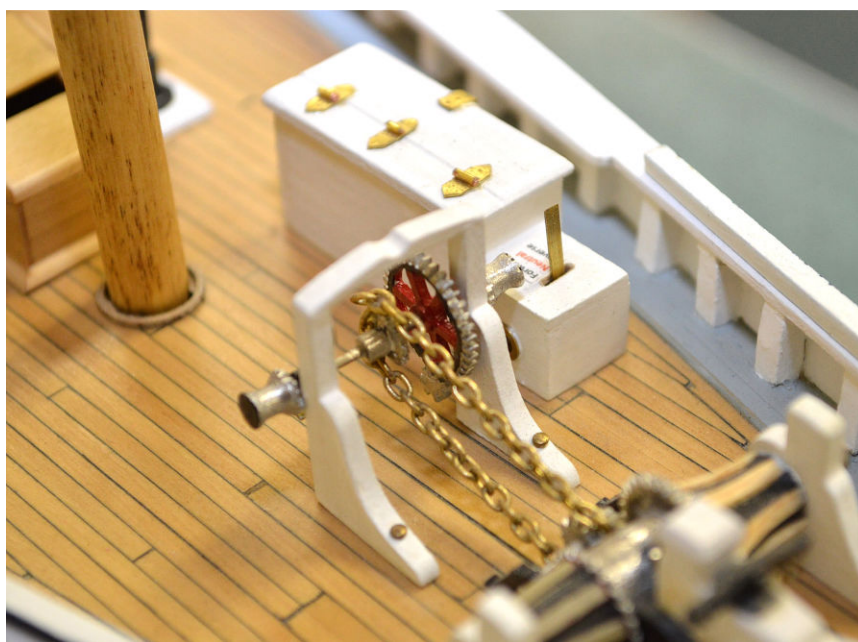


SHOW AND TELL



Jim Lavelle arrived at the May meeting with [Bluenose](#), a Canadian schooner from Nova Scotia. The vessel was a celebrated racing ship and a symbol of the province. The name "bluenose" originated as a nick-name for Nova Scotians. Designed by William Roue and built by Smith and Rhuland, *Bluenose* was launched at Lunenburg, Nova Scotia on March 26, 1921 as both a working cod-fishing schooner and a racing ship. This was in response to a Nova Scotian ship's defeat in a race for working schooners established by the Halifax Herald newspaper in 1920. After a season fishing on the Grand Banks, *Bluenose* defeated [Elsie](#) (out of Gloucester, Massachusetts) in 1921, returning the trophy to Nova Scotia. Fishing schooners became obsolete after World War II, and despite efforts to keep her in Nova Scotia, the undefeated *Bluenose* was sold to work as a freighter in the West Indies. She foundered on a Haitian reef on January 28, 1946.

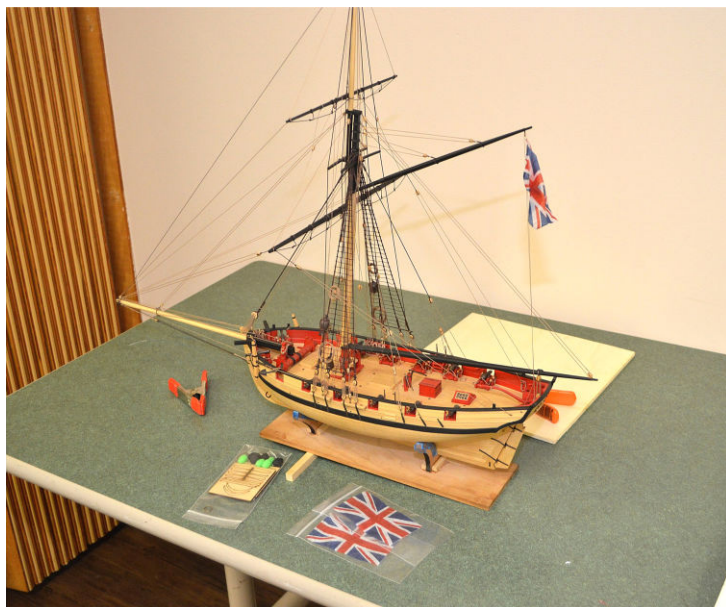
The build has been a multi-year project, but now that Jim is retired he's pushing to finish it. He's spent a lot of time fiddling with the masts trying to find a stain that looks good. Having failed in that department, Jim decided to paint them. Several of the members have provided alternatives to make very convincing masts that can be stained or left natural. Jim will be consulting with these members and he's sure that he will see good results. As an aside, Tom Ruggiero will be doing a Tech Session on mast and spar making; Tom's session is currently scheduled for the July meeting. Jim is going to display the model with sails, some furlled, others set. The plan is to use silkspan for these. Looking good, Jim.



SHOW AND TELL



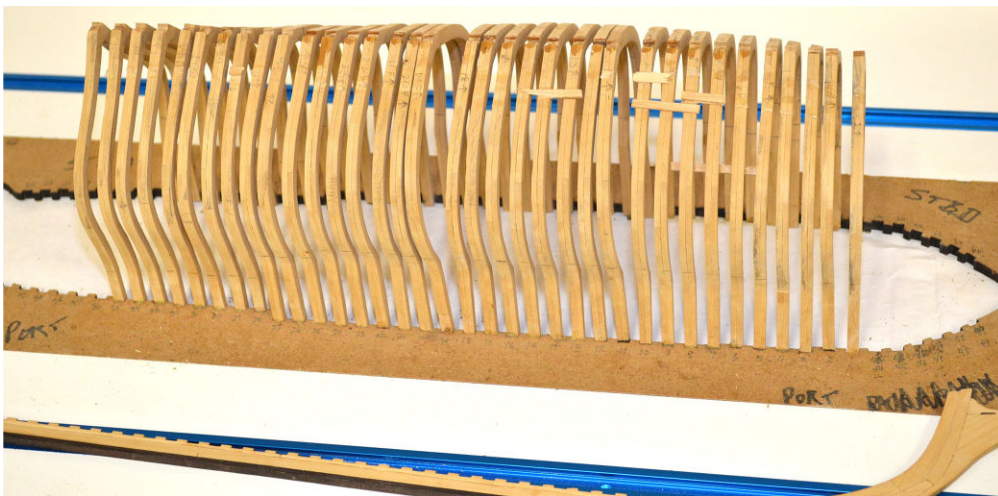
Chuck Passaro brought in his completed model of *Cheerful*. Your Secretary had thought that she was completed last meeting. However, Chuck has added entry way stanchions that he shaped with files while turning the stock in a Dremel. He also added anchors and anchor buoys. The anchors started out as laser cut boxwood pieces. Chuck airbrushed them black and then used some weathering powder. Without picking them up, you would think they were made of metal. Chuck will be making the anchors with buoys (beads that are shaped like a rugby ball) in kit form from his company, [Syren Ship Models](#). As stated in the publication last time, the completed model is a jewel. Chuck will also be offering printed flags on tissue paper. He noted that he shapes the flags around dowels or paint brush handles while spraying them with matte fixative. Well done, Chuck.



SHOW AND TELL



John Maughan showed up with one of the two *Rattlesnake* models on display this month. John's build is a 1:64 full frame model that was started by Tom McGowan. You will recall that John found the keel seriously hogged. He did manage to straighten it and is now reseating the full frames. He notes that many of the frames were not tightly seated in their stations so there are glue globs that need to be cleaned out; John received several suggestions on how to do that. In general, he is taking the time to make it right, and is doing it very well. John noted that the kit baseboard and keel, as supplied by the Lumberyard, match each other. However, they don't match the plans exactly. Tom Ruggiero noted that paper distorts with humidity. This is the reason why full scale work is done to dimensions and not scaled from drawings. If you have the [scantlings](#) for a ship, you should default to those. The good news is that the precut building board and keel match each other.

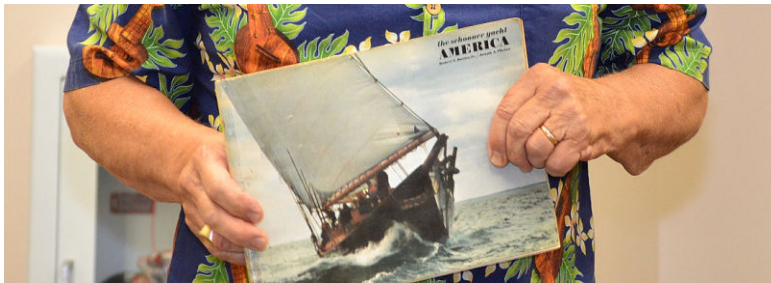


SHOW AND TELL

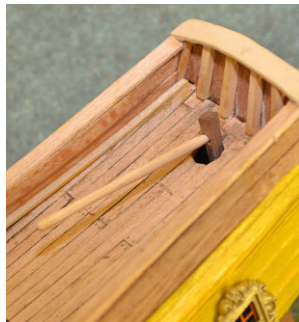
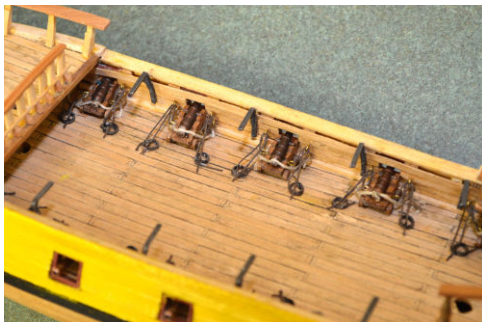


John Marinovich arrived with his schooner [America](#), a racing yacht built in 1851 and best known as the first winner of what would become the "[America's Cup](#)." Actually, the 100 Guineas Cup regatta of 1851 was the first competition for the America's Cup trophy. Originally called Cup of One Hundred Sovereigns, the value of the trophy was 100 pounds-sterling, hence its names, variations on 100 Pound Cup. As the race was won by America, the trophy was renamed "America's Cup". The 1851 race was the first to compete for the trophy, but the event "The America's Cup" would not be founded until 1857, when the deed of gift established the America's Cup racing regattas. The 1851 edition was a fleet race, unlike modern America's Cups finals, which are currently match races.

John's model is 55" long at a scale of 1" to 3'. He is currently working on the [taffrail](#) detail in boxwood. He plans to gold leaf the eagle. John first used the eagle from his US Navy officer's insignia. We noted that the Navy and merchant/civilian eagles face opposite directions, i.e., the eagle faces the arrows for the Navy and the olive branch for the merchant services. This is quite a large model. Good job, John.



The second *Rattlesnake* demo'd was the [Mamoli kit](#) version shown by **Steve Fletcher**. It is also 1:64 scale. Steve has completed the hull, but noted several incorrect details and ill-fitting parts. He intends to make it right. His current plan is to finish the model unrigged, admiralty style, with scratch built deck furniture. We have no doubt that he will do just that. Good work, Steve.



Homemade Miniature Brazing Torch

The instructions for making this torch originally appeared in the hobby magazine *Railway Model Craftsman* about 1972. Those instructions have been modified to make the torch even smaller and easier to construct. Note that this has been deliberately designed for very small work, such as the fittings described in Harold Underhill's book on building the brigantine *Leon*. You will have difficulty joining two pieces of 1/8-inch diameter brass tubing with this torch. For work of that size you can use a standard commercial torch.

To make this torch you will need a small (one pound disposable tank) propane or MAPP torch, such as is sold in most hardware stores. This is because there are two parts of the miniature torch that must be brazed, not soft soldered. Eventually, this same torch (with the burner tip removed) and tank will be connected to the miniature torch.

Essential materials needed: K&S brand telescoping brass tubing in sizes 1/16-inch, 3/32-inch and 1/8-inch outside diameter (OD). Twelve feet of flexible plastic tubing, about 1/8-inch inside diameter (two six-foot lengths). A vibrator aquarium pump.

Take a 6½-inch length of 1/16-in OD tubing and, with a file, taper the end slightly. Take a 1/8-inch length of 3/32-inch OD tubing and braze/silver solder it ¼-inch back from the end of the tapered end of the 1/16-inch tube. File away most of this 3/32-inch tube, leaving three “centering lugs,” per the drawing. This is the air tube, which will run down the center of the torch. See sketch “A”, page 12 below.

Take a 6 3/8-inch length of the 1/8-inch OD tubing and, about 1½-inch from one end, drill and file a hole about 1/16 by 1/8-inch long. Take a 1½-inch piece of the 1/8-inch OD tubing and cut and file it to fit over this hole at about a 45-degree angle, per the drawing. Don't rush. Get a good fit, then, using minimum solder, braze/silver solder this short piece over the hole. Check carefully to be sure the joint is tight and the hole has not been soldered shut. This is the outer tube, which will carry the gas. See sketch “B”

Slide the air tube inside the gas tube so the end with the lugs protrudes 1/32-inch from the end of the gas tube. Slide a 1/8-inch piece of 3/32-inch tube over the opposite end of the air tube, and soft solder this to the gas tube. The torch is now complete.

The gas supply is the same one-pound tank that you used to braze the torch parts. Remove the burner tip from the short pipe and slip the flexible plastic tubing over the end. You may want to make an “adapter” out of a short piece of rubber hose, a couple of simple hose clamps and a few pieces of telescoping brass tubing to better fit the smaller flexible plastic tubing that feeds the torch. See sketch “C”

The torch cannot be connected directly to the vibrator air pump, because that will cause the flame to jiggle. A damper must be installed between pump and torch. I used a small peanut can, about 2½-inch by 2½-inch. A capped length of PVC pipe of similar volume could be used. A piece of brass tubing of appropriate diameter is soldered or epoxied in place for the incoming air. A second, slightly longer piece of tubing is soldered or epoxied next to it, with several 1/32-inch holes drilled along its length. By sliding the output tubing over these holes, the amount of air to the torch can be adjusted. Alternatively, a two-way aquarium air valve may be installed here to bleed off excess air. See sketch “D”

I mounted the gas tank, pump, and damper with hose clamps in a small box. Two screw eyes hold the torch when not in use. See sketch "E"

To light the torch, turn on (or plug in) the air pump, then, just "crack" the gas valve. Light the gas and turn it down until you get a fine, pointed flame. With extended use the torch may get uncomfortably hot. A wine cork may be drilled and slipped over the end for a handle.

Supplemental Notes:

By extending the tip of the air tube 1/32-inch forward of the gas tube, the risk of getting a "flash back" in the torch is eliminated. Air and gas mix externally.

A slightly larger flame may be obtained by taking a 1/2-inch length of 5/32-inch brass tubing and slipping it over the end of the torch tip, letting about 1/8-inch extend beyond the air tube. Turn up the air and gas slightly. See sketch "F"

The pressures of both the gas and the air are low enough that hose clamps at the torch aren't necessary. A good snug fit over the brass tubing is adequate.

If you find that the torch is getting too hot to hold during use, you may need a larger torch for the work being done. Remember, this torch was designed for brazing SMALL parts.

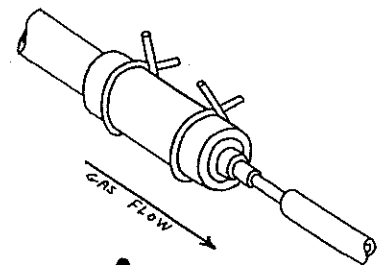
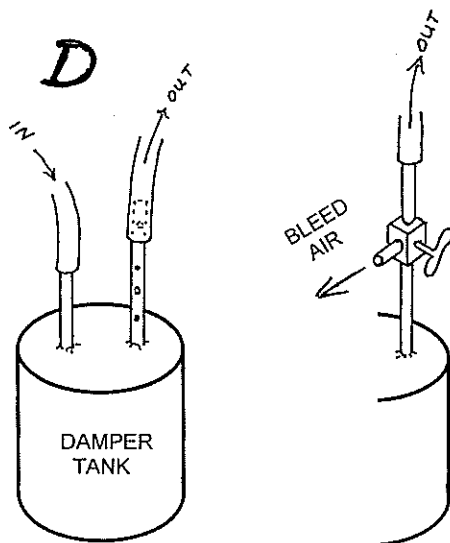
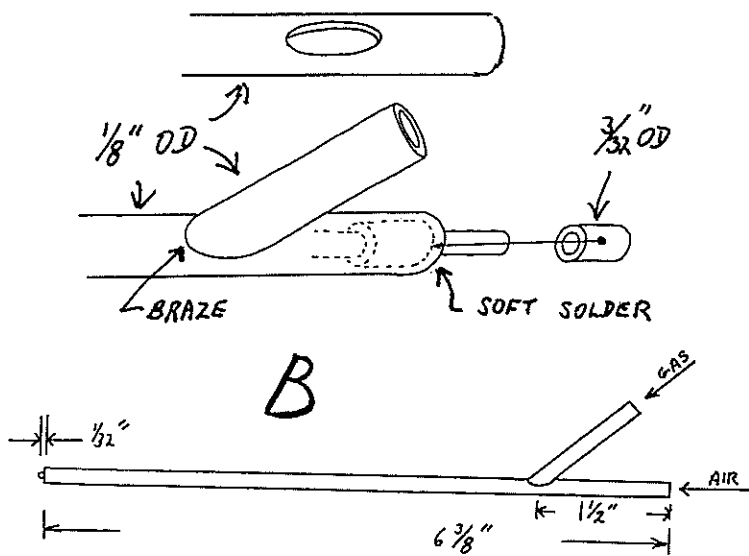
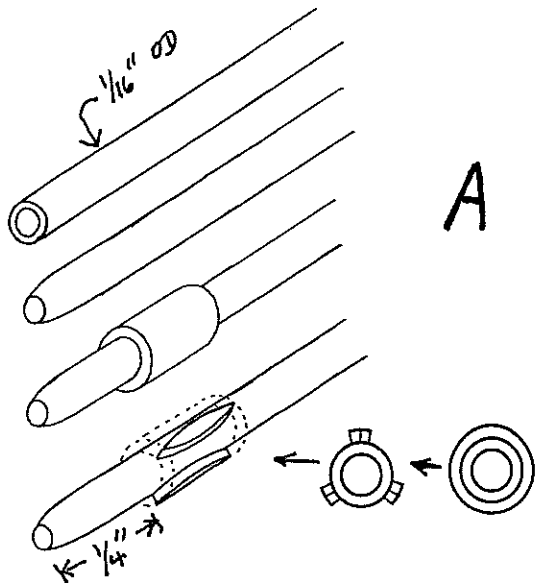
MAPP gas burns slightly hotter than propane. 3600°F vice 3497°F (with air, not oxygen).

This isn't the place for a dissertation on brazing, but remember that brazing/silver soldering requires special flux. Borax compounds are usual. The flux used for soft soldering (tin-lead) will not work.

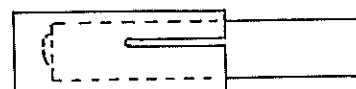
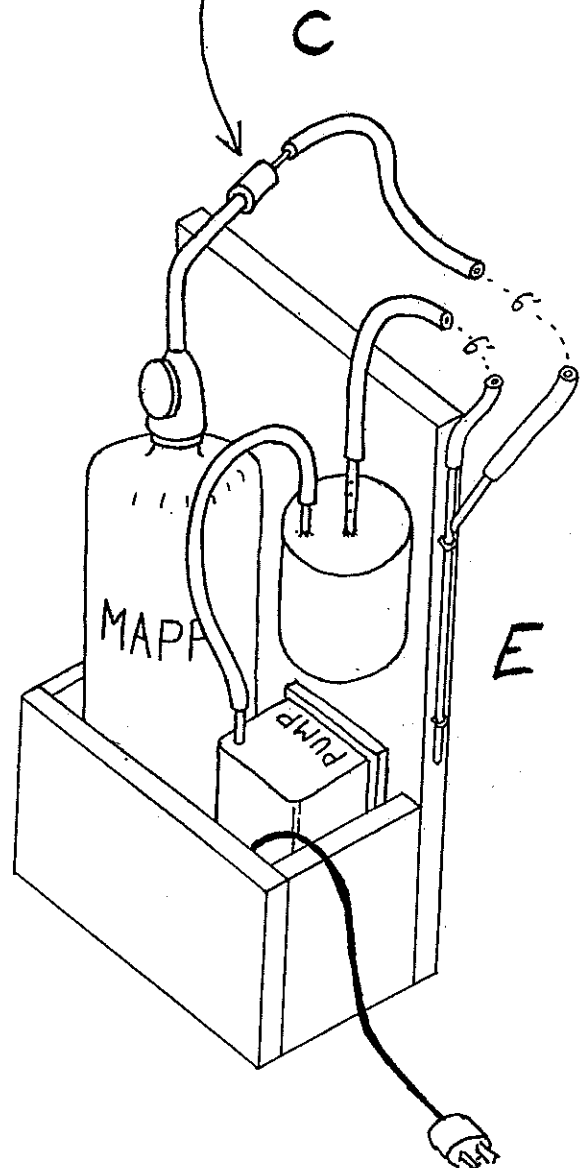
For the presentation given by Vince McCullough on various methods covering both silver (hard) and soft soldering, [click here](#).

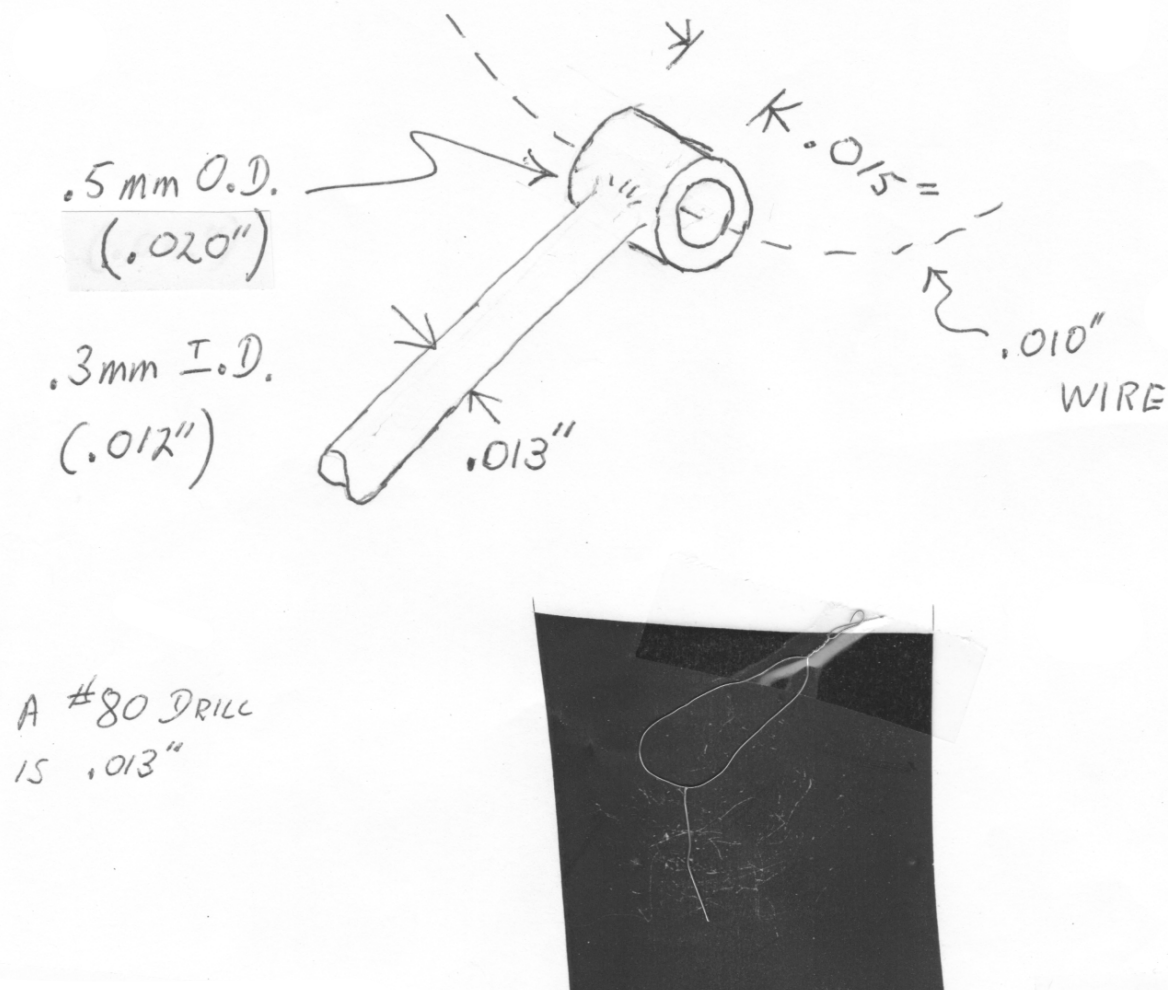
This is a 21-page PowerPoint; for best results, go Fullscreen. You do not need PowerPoint installed to read the document.





HOSE ADAPTER





Silver Soldering Example

The trick to soldering really small pieces (besides having a small torch) is the use of silver solder paste. This is a mixture of powdered silver solder, powdered flux, and Vaseline[®]. Normally Vaseline is anathema to the soldering process, but here it holds the solder and flux in position just long enough, before burning off harmlessly, well before the solder melts.

Silver solder paste is available from Rio Grande jewelry supply (<http://www.riogrande.com>). "Super Easy" melts at 1145° (P/N 103-600), "Hard" melts at 1365° (P/N 103-601).

Jack

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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