

The Broadaxe



★ OF NEW JERSEY ★

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Newsletter of the Ship Model Society of New Jersey

May 2017

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Our next club meeting is
May 23 at 6:45PM

ROSELAND PUBLIC
LIBRARY

MAY NOTES...

The April meeting was opened at 1850 by past President Tom Ruggiero, as President Jim Lavelle was not able to be there. In attendance were nineteen members and no guests. Al Geigel presented the Treasurer's Report, both March and April results, to resolve some discrepancies that he had found. The treasury is very healthy. The meeting adjourned at 2045. [Click here](#) for photos.

Next month's meeting is Tuesday, May 23. The May meeting is "Bring a Model Night."

Saturday Workshop—Due to some availability issues, the Saturday Workshops will be postponed for another month or two. We will resume soon.

OLD BUSINESS



Naval Academy Tour – Roy Goroski notes that the joint meeting and tour will be held on Saturday, June 10. New York Shipcraft Guild asked if they could also be part of this trip. We will be meeting at Gate 3 at 0900; several of us will be going down the night before. The Curator, Don Preul, has told Roy that there is a newly acquired [model of Trafalgar](#) that we will see as well as a [model of USS Forrestal](#). If you plan to attend, please make certain that you inform Roy by either phone or email.

Farm Show – On Saturday, June 3, there will be a farm show in Pennsville, New Jersey. Last year, Tom Ruggiero was there representing SMSNJ along with several members of the Philadelphia Club. Tom reports that it was a great time; to top it off, presenters get to sit at a display table and work on current projects. If anyone is interested in attending with Tom this year, please let him know.



Continued on Page 2

UPCOMING EVENTS

MAY

23 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

JUNE

TBD - Group Working Session
3 - Farm Show, Pennsville, NJ
10 - Joint Clubs Meeting at Annapolis
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

Dinner Cruise on Lake Hopatcong – Mason Logie is investigating having our annual lunch on a [cruise of Lake Hopatcong](#). At the April meeting, he asked for interest. There is, and he will be looking at a Saturday in July or August. Stay tuned.



35th ANNUAL NORTHEAST JOINT CLUBS CONFERENCE AND SHOW

New London, CT, April 29, 2017

New York Shipcraft Guild did an outstanding job organizing the Conference, and great weather made the day all the more enjoyable. There were one hundred plus registered attendees and walk-ins, plus many from the general public who came to see the well over sixty models displayed. [Click here](#) for photos.

Entries ranged from ancient Egyptian and Roman ships to modern nuclear submarines and stealth warships. There was even a tiny aircraft carrier, *USS Theodore Roosevelt*, made from stainless steel, basically a piece of jewelry. In addition to attendees from the five core clubs, four other clubs were represented as well as *Model Ship World*. As he does every year, Ryland Craze and his wife Pam came up from the Hampton Roads Club.

The Jim Roberts Competition ran well and was very close; there were many very good to excellent models, and the award went to Spence Delin of the Philadelphia Club for his completely scratch built model of Training Sail Ship *Boxer*. He also took the first place People's Choice Award. The round tables were well attended; Jeff Fuglestad represented SMSNJ with a demonstration of metal working. Several vendors came, including Chuck P. and the new "Lumber Source" with very good quality



boxwood and Alaskan Yellow Cedar for sale.

The speaker was Paul Sparrow, director of the [FDR Museum](#) and Collection in Hyde Park. He spoke of FDR's extensive ship model collection and the one model that FDR made himself. Tom R. plans to visit that museum. After the talk, door prize winners were picked. There were many door prizes of high quality and value, ranging from gift certificates to model kits, fittings, and tools, including a table top band saw.

Most members of the New York Shipcraft Guild were at the conference. That's all good news. Not so good is the fact that we had very few members from our club. As those who went can attest, this is a great conference. We need to make more of an effort to get to this very fine day, especially because we will be running it next year.

TECH SESSION

Metalworking by Jeff Fuglestad

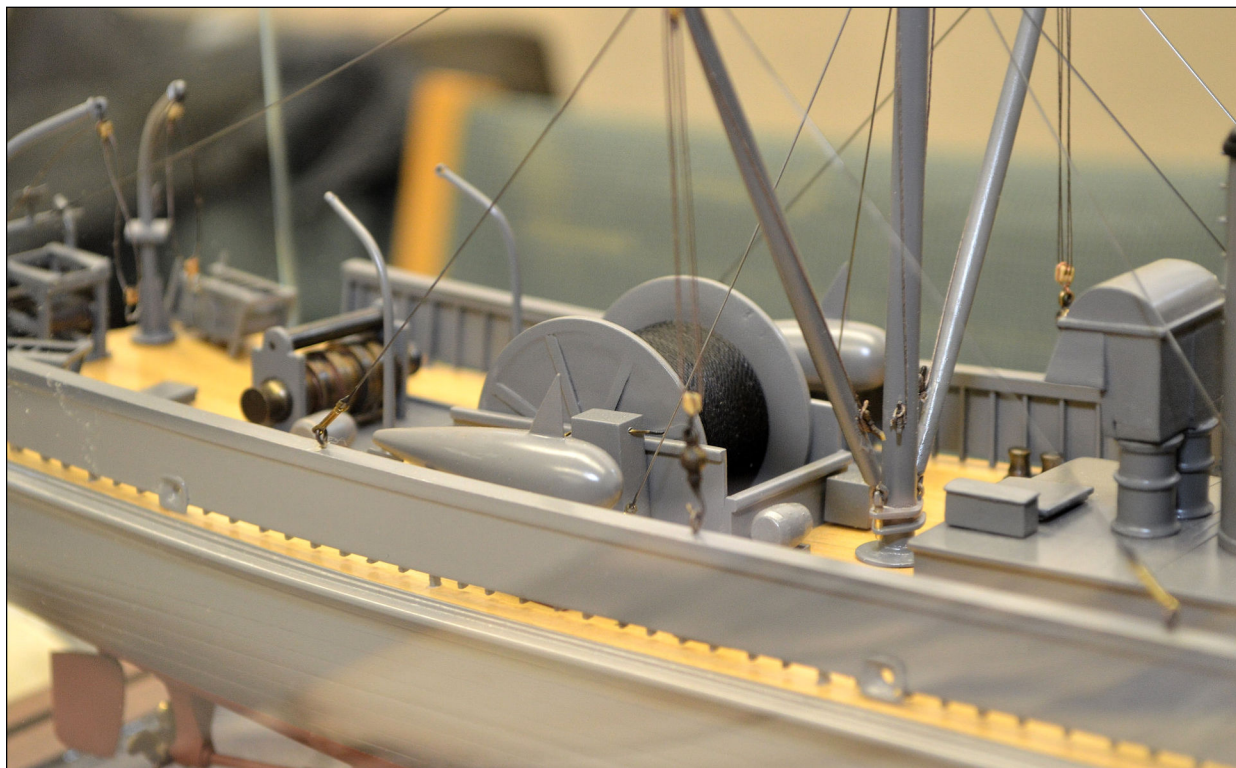
Jeff turns his brass fittings. During the April Tech Session, he noted that brass that chips away rather than coming off in a ribbon gives a better finish. So, if you are going to machine brass, you should procure brass that is “workable”.

Jeff made paravanes for his minesweeper in a lathe. He works with files from the lighter end to the heavier end and uses wood blocks to line the chuck of the lathe so that the piece is not marked. He shapes his parts with files rather than cutting tools. After turning the parts, he solders the fins and other attachments. To solder very fine work, he cuts off a very small piece of solder. Then he puts some paste flux on the parts and lays the piece of solder on the flux (acid flux, which holds the solder). The application of heat then draws the solder in making a very tight joint. Jeff uses general electric rosin core solder.

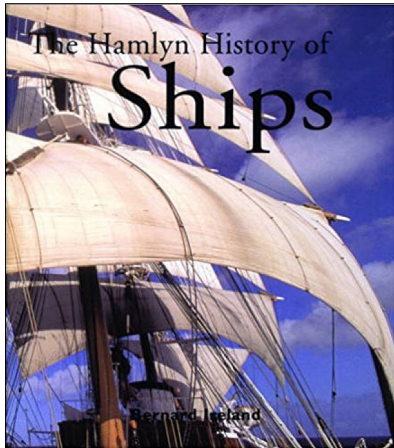
During the demonstration, Jeff pointed out how even an edge joint will solder very well. There are several methods for applying heat. Jeff has a micro torch that produces a pencil thin flame. He also uses a soldering iron, the method he showed at the meeting. Tom Ruggiero noted that he has successfully used resistance soldering with a [“Cold Heat”](#) instrument available from Radio Shack. It uses four AA batteries.



Jeff also chemically darkens brass, where called for, with OX13 from Hero’s Engraving on Route 23 in Wayne. OX13 is a solution available from engravers. Note that Micromark also has several brass coloring chemicals. Jeff explained that for the chemical solution to give a uniform patina, it is necessary to make certain that oils are completely removed from the part beforehand.



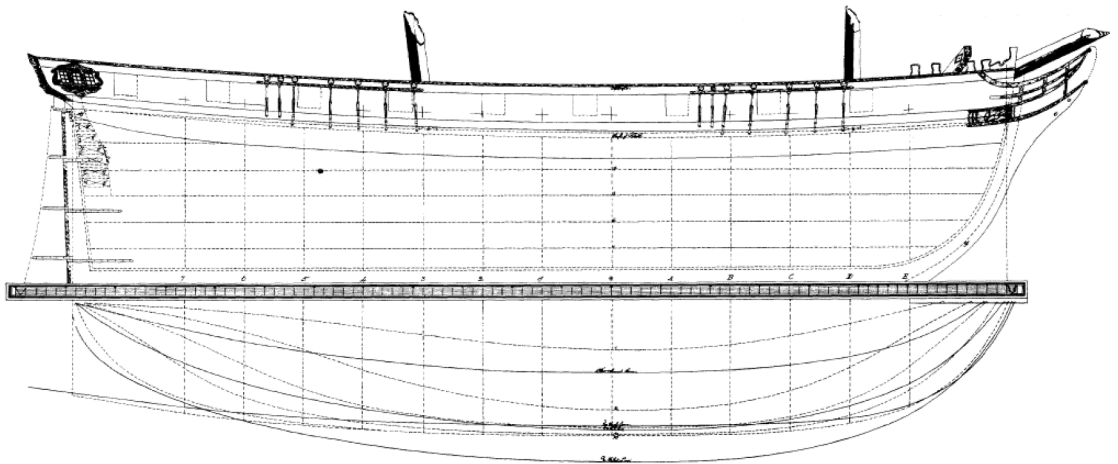
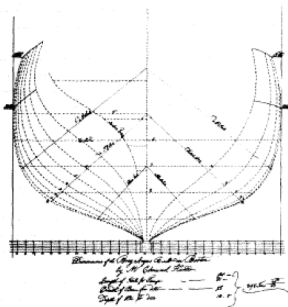
BOOKS AND PUBS



Bill Houston recently returned from a vacation trip to Rotterdam. At the April meeting, he brought a book by Bernard Ireland printed by Bounty Books. [The Hamlyn History of Ships](#) is a timeline of maritime craft from dugout canoes to modern warships. It features more than two hundred illustrations of ships and boats that are currently in the collection of the [Maritime Museum of Rotterdam](#). An interesting feature of the museum is a full size simulation of an at-sea drilling rig called the [Offshore Experience](#). In this simulation, visitors go on a search at sea for energy. Wearing a safety vest and a helmet, they get to see what it's like on board an offshore structure in the middle of the ocean. A 360° film projection stimulates the senses – ships come and go and helicopters land. Models of the newest and most advanced offshore ships, built specifically for the exhibition, demonstrate their capabilities. The simulation of a storm at sea is very impressive. The museum's website is excellent and nicely laid out.

Barbary Wars Personnel and Ships Data 1801 to 1807 is from the Navy Department Library. It is a 1945 Edition, commissioned by an Act of Congress in 1934 and published under the direction of Navy Secretary James Forrestal. The book contains a listing of the crews of each ship in the United States Navy during the period. But, ↴

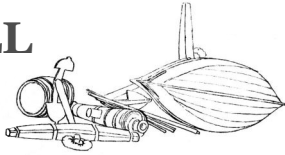
for the plans that he drew for his publications such as [American Sailing Navy](#). The plans appear to be “as designed” plans rather than the “as built.” The reason Tom mentions this is because the plan of *Wasp* is that of a brig. *Wasp* was designed as a brig, but before commissioning was converted to a Sloop of War (three masts instead of



more important to model builders, is the envelope pocket on the back cover of the book. In that envelope are plans, in 1:96 scale, of each ship class in the Navy at that time. This includes the original [Constitution](#) Class plans as well as [Wasp](#), a model Tom Ruggiero has built, [Syren](#), and [Argus](#), a model that Tom plans to build in the future. It is fairly obvious that Chappelle used these as a reference

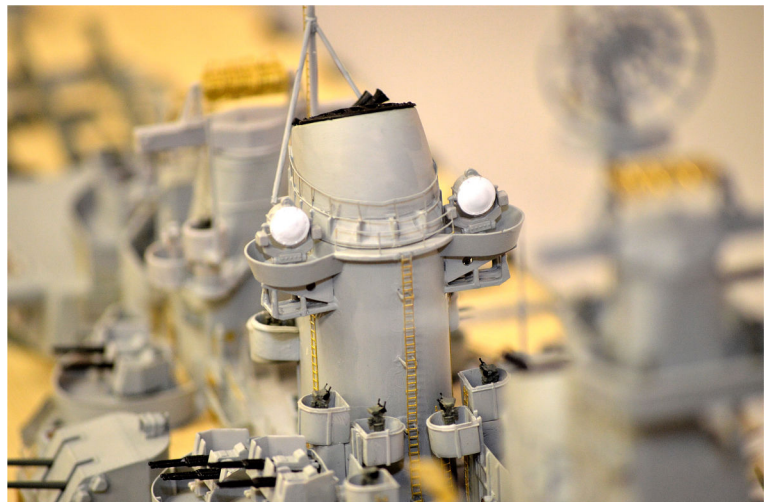
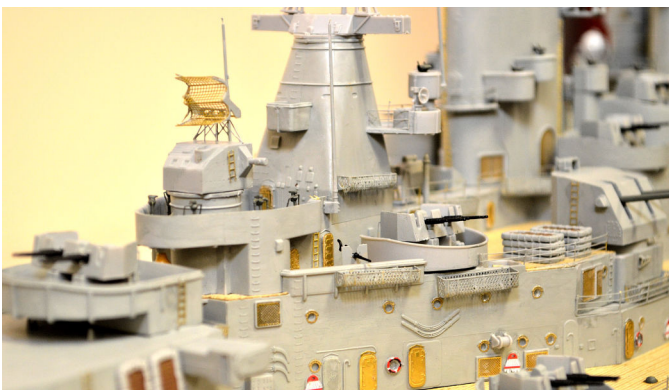
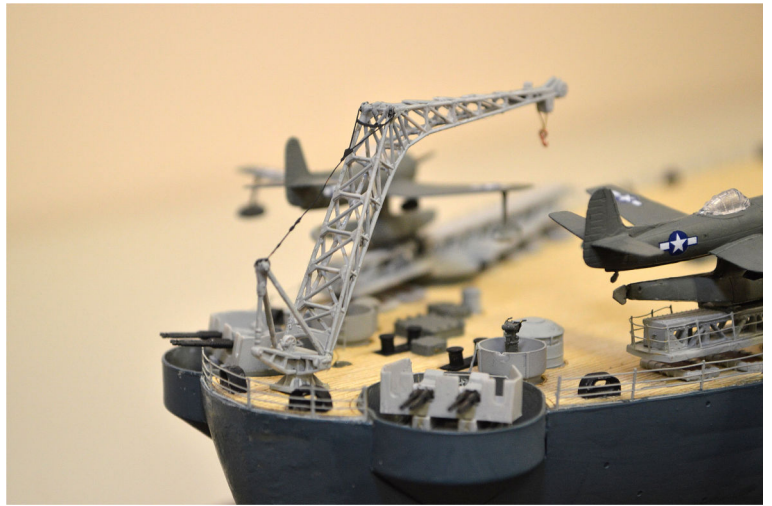
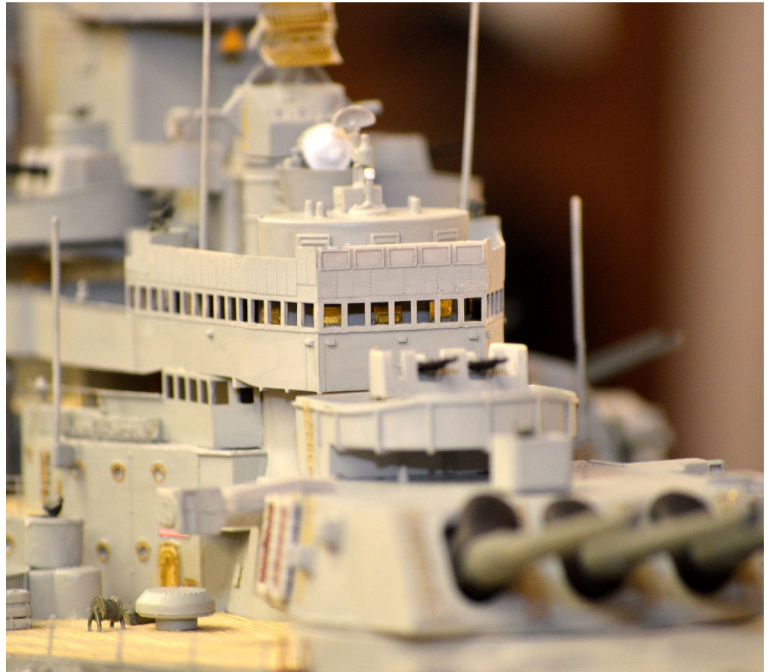
two). Chuck Passaro notes that there are publications such as these for several periods, including the Revolutionary War and the War of 1812. This is a book that Tom borrowed from Chuck. Chuck found the coveted edition at a Library Sale for very little cash. It's worth substantially more than what he paid. Bottom line: check out those library and garage sales for similar, rare finds.

SHOW AND TELL



Once again proving that he can get things done, **Don Otis** has completed his model of [USS Missouri](#). Just two meetings ago, his Trumpeter kit was a bare hull. Don notes that both the quality of the castings as well as the photoetch are very good and that there were no fit issues. The decking is laser etched. It consists of a self-adhesive cellophane sheet that is peeled from its backing. The deck was laid flawlessly.

Don has kept the World War II Measure 22 color scheme but used modeler's license to leave many of the brass etchings bright. Don's maternal grandfather worked in the [Brooklyn Navy Yard](#) from 1942 to 1944 and helped build *Missouri*. Well done, Don.



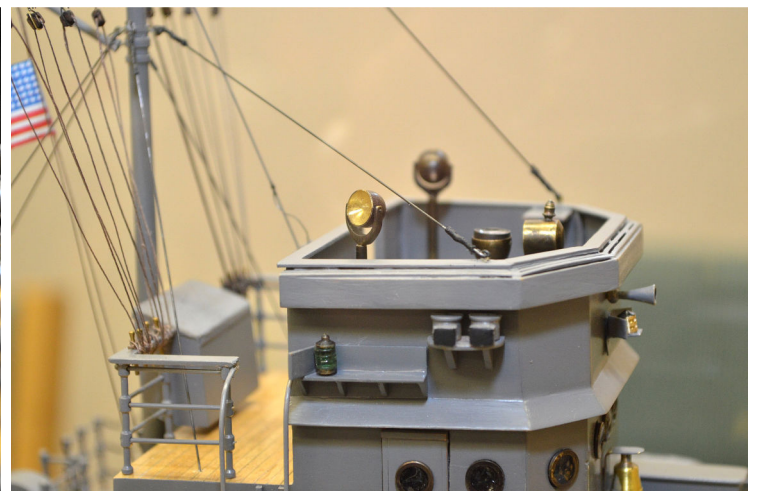
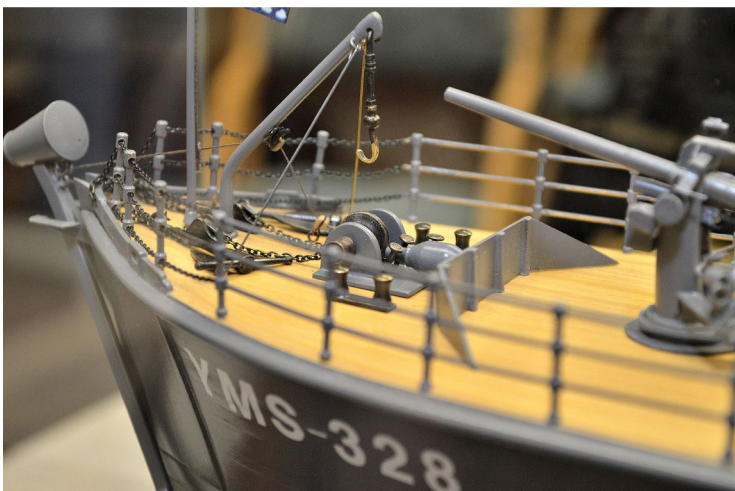
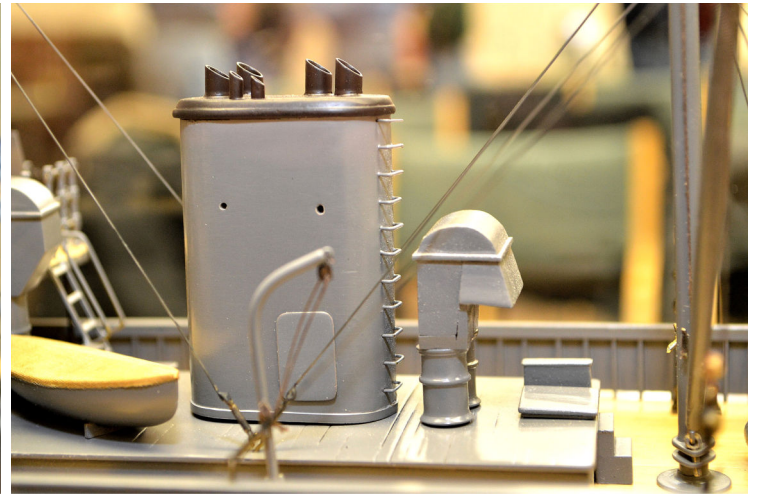
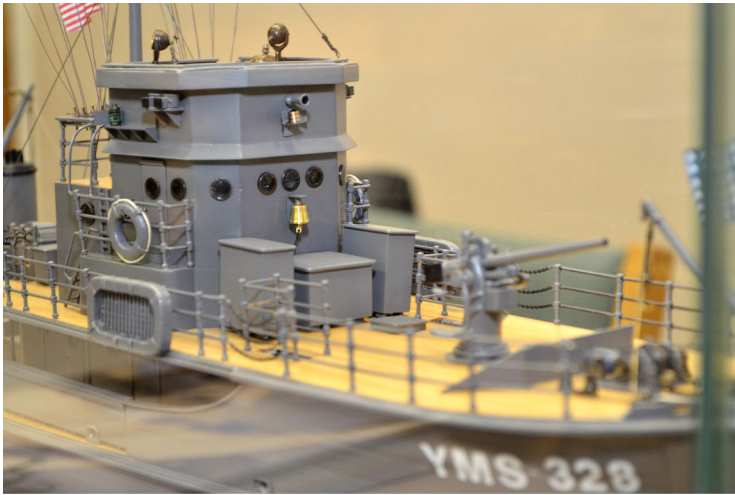
SHOW AND TELL



Jeff Fuglestad brought in [YMS328](#), his completed minesweeper. This vessel was 136 feet long; in 1:64 scale this translates to a hull 25½" long with a 4½" breadth.

Jeff's hull was made using lift, or "[bread and butter](#)" construction and then planked with boxwood to achieve a hard uniform surface for painting. The mast is pear and the yardarm is drilled brass rod. The compass on the bridge is on actual gimbals. Jeff secured the compass in a mounting and then covered it with epoxy to simulate its glass cover. This treatment was repeated to create "glass" portholes. All of the fittings, excepting the three ball stanchions and the deck guns, are completely scratchbuilt. Most of the fittings were turned as Jeff described in his Tech Session above.

World War II era minesweepers were of wooden construction. This particular ship subsequently became a private yacht. Jeff's case utilizes ¼" glass provided by Clinton Glass on Bloomfield Avenue in Verona. Able Glass, across the street from Caldwell University in Caldwell, will do larger cases. The base of the case was made by Jeff out of black walnut. The model is excellent.



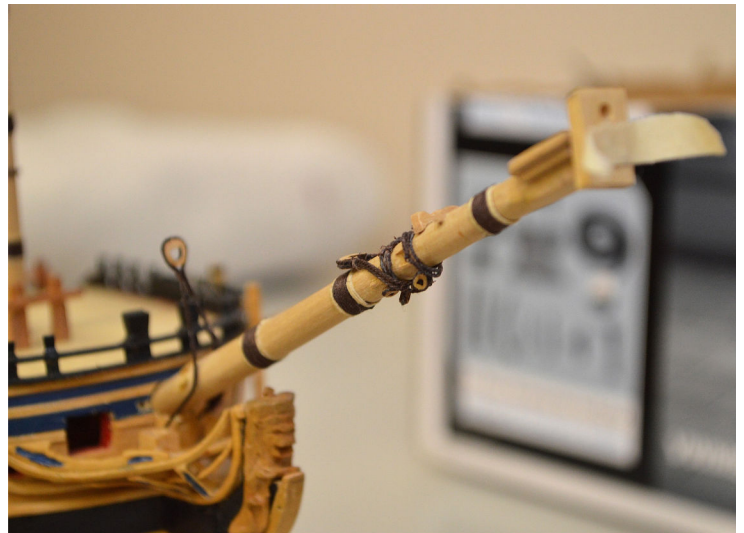
SHOW AND TELL



Tom Ruggiero arrived at the April meeting with his in-progress [HMS Liverpool](#). This ship was on the American Station during the Revolution. It was involved in several engagements on the Delaware River and was used to evacuate the Royal Governor from Williamsburg. It sank in a storm in Jamaica Bay (New York) in 1778.

Since he last showed his model, Tom has completed the woodings, masthead hoops and bolsters. He added attachments for the rigging to the masts and bowsprit. The tops have been completed, but they will not be permanently affixed until much of the rigging that attaches to the mast head has been installed. This allows simpler attachment of other rigging (bunt line blocks, etc.) to the underside of the tops. Tom has roughed out the main yard and will be making topmasts and trial fitting them before installing them to the tops. This is to ensure good alignment and that the topmast runs parallel to the lower mast head. The tops themselves are a challenge in 1:96 because they need to be very strong, yet very light. Tom used 1/64" birch aircraft plywood as a base with all of the battens and rims formed out of boxwood.

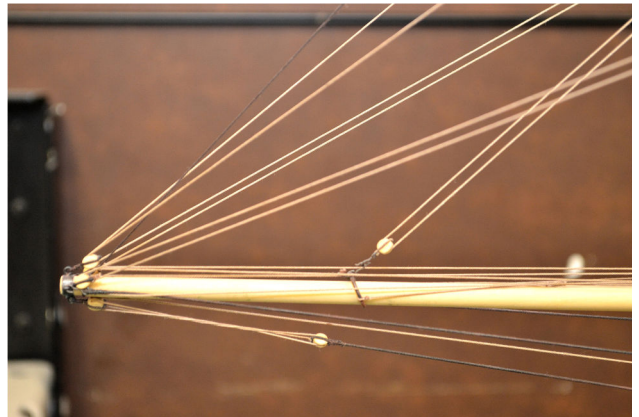
There is still some way to go before Tom permanently sets the masts. As much of the rigging as possible will be done off the model. Also, as is done by David Antscherl (not the normal way to rig a model), Tom will be rigging from the mizzen mast forward. This is to avoid interference with the shrouds when setting up the mast stays. We'll see how this works out. The tops and mastheads will be blackened at some point, as this was the normal process at the time.



SHOW AND TELL



Chuck Passaro brought his completed model of [HMS Cheerful](#). Chuck remarked how much more room he had to rig a single masted cutter in 1:48 scale versus a three masted ship in 1:96 scale. He noted that for English cutters of this period, the lower yard was not trussed to the mast because the attachment of the gaff was above the yard rather than below it. Chuck made the flag from wrapping tissue paper that was printed on an inkjet printer. He taped the tissue to a normal print paper page used as the carrier. Once printed, the flag was sprayed with matte fixative. Chuck's flag features the translucent open weave look that flags of this period had. It looks excellent. The completed model is a jewel. Well done, Chuck.



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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