



The Broadaxe



Founded 1981

Volume 36, Number 3

Newsletter of the Ship Model Society of New Jersey

March 2018

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Our next club meeting is
March 27th at 6:45PM

ROSELAND PUBLIC
LIBRARY

MARCH NOTES...

The meeting was opened at 1845 by President Chuck. Chuck welcomed 16 members and one guest, David Dikun. This was David's first meeting. He hails from Linden, and Roseland is on the way home from work in Saddle Brook. Dave is a plastic modeler, amateur watch maker, and a graphic artist by trade. He found us by way of a Google search. Welcome David! The meeting adjourned at 2050, whereupon several members proceeded to the Caldwell Diner. [Click here](#) for photos.

The Treasurer's report was presented by Tom Ruggiero. Careful management has produced a very healthy Treasury. We note that there will be a temporary drain due to expenses for the 36th Northeast Joint Clubs Conference. This will adjust in May when we pay for all the associated expenses. SMSNJ made a few dollars as a result of our Auction last meeting. Tom passed out checks and most of those who owed settled up.

Next month's meeting is Tuesday, March 27th.

A reminder to all: please fill out the appropriate form if you are bringing a model, tool or publication to the meeting. All forms are available on our website at [this link](#). No need to hand write the forms – they can filled out online and then either (preferably) sent via email to Tom or (second choice) printed and brought to the meeting. It really does make the Secretary's job much easier and he really does appreciate it! In addition, it ensures that the way you want your review to appear in *The Broadaxe* does, in fact, appear the way you want it. Thank you in advance for your help with this.

OLD BUSINESS



Joint Clubs. Preparation for Joint Clubs is moving along. We have all the vendors lined up, as well as all of the judges for the Jim Roberts competition and a full set of round table presenters. The committee consists of Tom Ruggiero, Chuck Passaro, Jeff Fuglestad,



UPCOMING EVENTS

APRIL

TBD - Group Working Session
24 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor
28 - Joint Clubs Conference, New London

MAY

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

JUNE

2 - Pennsville "Day at the Farm" Event
TBD - Group Working Session
26 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

On the Horizon



Roy Goroski, and Ken Whitehead. We have a special raffle prize in addition to the normal door prizes and have lined up an excellent afternoon speaker. As of March 21st, we had 86 registered participants and 38 models. Registrants range from Virginia to Canada, and as far west as Wisconsin. This year's event promises to be a very good one. If you haven't done so already, send in that registration—and plan to bring a model.

NEW BUSINESS



The club voted to commission a plaque for Al Geigel, an SMSNJ plank owner, one of the original founders in 1981. Tom R. will be contacting Grace to make arrangements for a presentation. Both Al and Grace were very helpful to the club and a faithful presence at many of our events. Al is greatly missed.

UPCOMING SERIES



This coming Monday, March 26th, the AMC cable channel will begin a new television series called *The Terror*. The series tells the story of how a Royal Navy ship undertakes a perilous voyage in pursuit of the Northwest Passage, and how treacherous conditions, limited resources, and low morale plague the crew. More info is available at [this link](#).

Looks like this will be an interesting series. Arrange your viewing schedule or set your DVR accordingly. Thanks, Barry, for bringing this to our attention!

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 or call 585 968 8111

TECH SESSION

Making Sails With Silkspan

The Tech Session at the February meeting was making sails with silk span. Silk span looks like tissue paper, but it is actually silk fiber. One of the biggest challenges when putting sails on a model is making sure they are appropriately scaled and hanging or draped as actual sail cloth would hang. In ships from the sail era, sails were made from a canvas like material. In scales 1:48 and smaller, making sails from any cloth tends to look way over scale, especially if the sails are furled. Tom has done sails in 1:96 with cloth. The sails on his model of *USS Hartford* are furled. They look fine, but getting them right required making the sails very small and rolling them into a furl (you can see pictures of the *Hartford* in the Model Gallery on the [SMSNJ Website](#)).

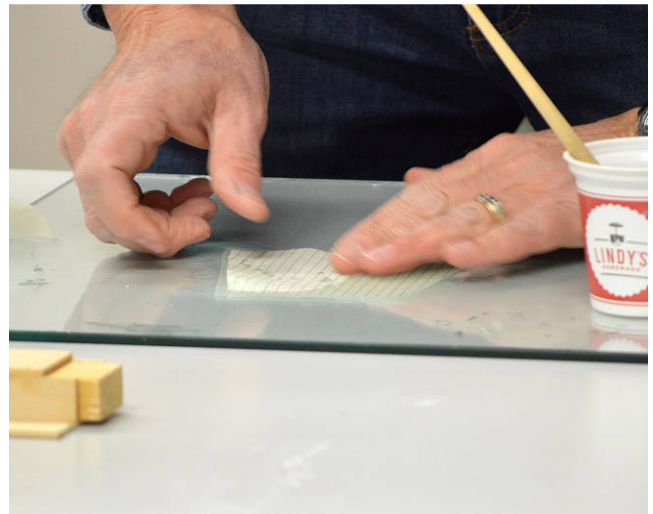
The method Tom is using isn't original. This is a technique that was developed by the late John Wisner from the Connecticut club. It appears in *NRG Shop Notes II*, page 197, *Nautical Research Journal* 41:126, and Justin Camarata's book on dioramas. It was also demonstrated by Nic Damuck of Bluejacket. Tom, though, has modified it slightly—frankly, to make it a little more straightforward. The silk span that Tom uses is the thinnest grade available (0-0).

When making a sail, the initial step is to determine its shape and size. The first sail that Tom demonstrated was one that will be set, in this case, the Mizzen topsail. In making this sail, he laminated three layers of silk span. Tom noted that silk span, like wood, has a definite grain. He suggested that one make a small mark to indicate how the grain runs before cutting the pieces. Tom said that the silk span he was using has a color that is very close to canvas. He explained that you can show highlights and shading, or where repairs could have been made, with thinned acrylic paint. However, this should be done last and not overdone.

The next step is drawing the outline and tabling of the sail. Sails were made with strips of material about 17" - 20" wide sewn together. Tom uses a 2 to 4H pencil for these lines. He created a tracing plan for the tabling by printing a blank spreadsheet from Excel. There are other ways to do this based on what you have available. This step requires tracing the pattern on one



side, turning the sail over and tracing the tabling lines on the sail again, leaving a 2" overlap. In 1:48, or 1:64 scale, Tom might stagger the tabling on the reverse side to show the seam. In 1:96, he doesn't. Cut the sail to the penciled outline. Next, cut two more pieces of silk span that are the same shape but slightly larger on all sides.



Make certain that these other two pieces have the grain 90 degrees to the one that you drew your tabling on.

Now, thin some white glue roughly 5:1 or 10:1 with water. Since white glue is an animal product, it can develop spots of mold over time. To prevent this, put one or two drops of biocide into the diluted glue. You can get biocide from the paint department in your local home project store.

—Continued on next page

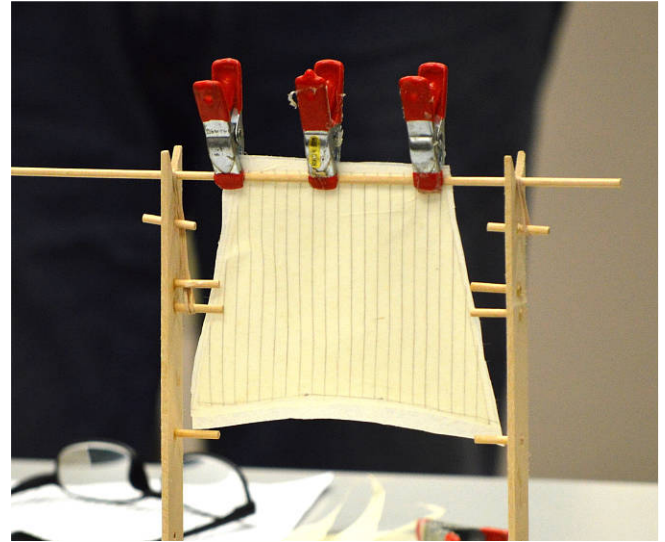
TECH SESSION

Next step: take one of the oversize pieces you created and spread it out on the glass (Tom does all his model work on glass). Now, with a brush, saturate the piece with your dilute glue taking care to smooth out any trapped air. Note that silk span will stretch, so this is another reason to spread it out on glass.

Lay the piece with the tabling on the saturated piece taking care to make sure it is centered on the bottom piece. Now, smooth it down, and, if necessary, add more of the glue mixture.

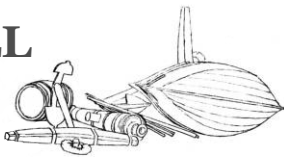
Next, put the final larger piece over your sail. Add more glue, smooth out the air, and lift it off the glass. It is now ready to hang and dry (it was dry by the end of the meeting).

Tom passed around a completed sail to show the effect, in this case, the Mizzen sail that will hang loose footed from a gaff and be laced to the mast. He said that once the sail is dry, you can add the bolt rope and cringles at the edge of the sail. This is done by wetting the edge of the sail and gluing down the wet bolt rope with dilute white glue. Next, you fold one of the large pieces over the rope. Once dry again, you can add a strip of silk span to make the reef band. Then you can make holes for lacing and reef points. Some modelers pierce holes with a needle. Tom, however drills the holes with an appropriately sized drill bit in a pin vise. This is to avoid puckering. Finally, again rewetting the sail, you can billow it or put in bulges to give the impression that the sail is drawing.



If you want to furl a sail, you do the same thing. However the sail should be about 30% of its actual size. In this case, the bolt ropes are only put on the head and foot of the sail. In the period that Tom was demonstrating, British practice was to bring the sail up to the yardarm with the clew lines first. Then, the sail was pulled up to the yard with the last piece covering over the rest of the furled sail. In modeling this, it's done by rewetting the sail with a small brush. Tom showed a finished furled spritsail on his model of *HMS Liverpool*.

SHOW AND TELL



Tom Ruggiero has shown *HMS Liverpool* several times. This time he noted that the spritsail yard has been crossed and that the various rigging lines are on the yardarm and hanging loose. This is a necessary step in rigging—that you get everything fixed to the yard before you tie off the lines. It does look untidy for the time being. Tom spent quite a bit of time making the fair lead saddle on the bowsprit. As the name suggests, this fixture takes the various lines and keeps them from tangling as they lead back to the forecastle rail. Tom said that he made this four times before one came out correctly and didn't break.

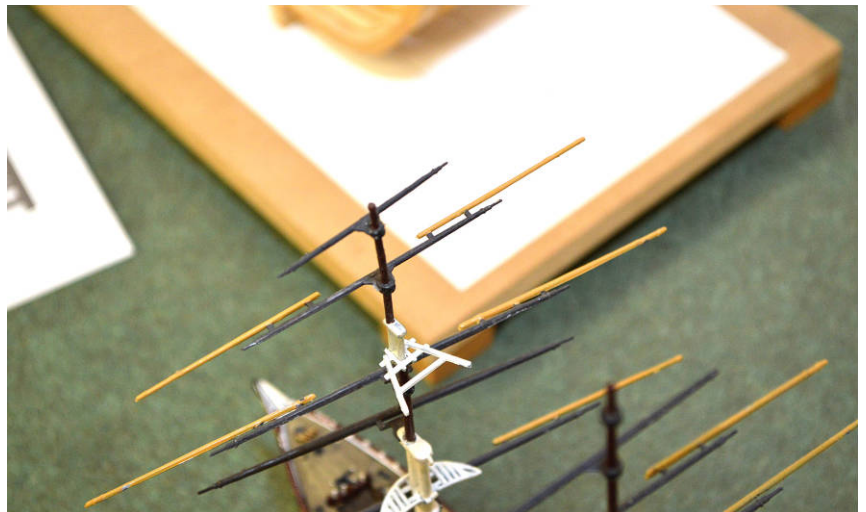
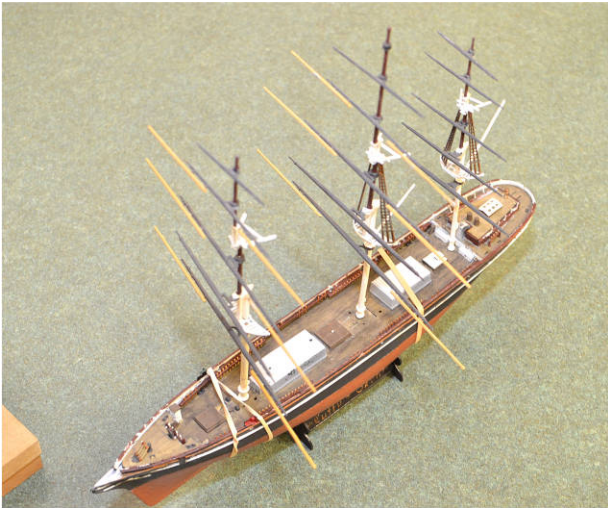


SHOW AND TELL



Cutty Sark – Mason Logie

Mason arrived at the meeting with a 222nd scale Revell model of the *Cutty Sark*, a partially built "good starter kit" that he had found at a garage sale. He has decided to do the best he can with the materials in the box without going overboard. His goal is to complete the model by the summer and equip it with sails, a task that, at the moment, he hasn't decided how he will complete. He plans to present the finished model to his Mom as a Christmas present.



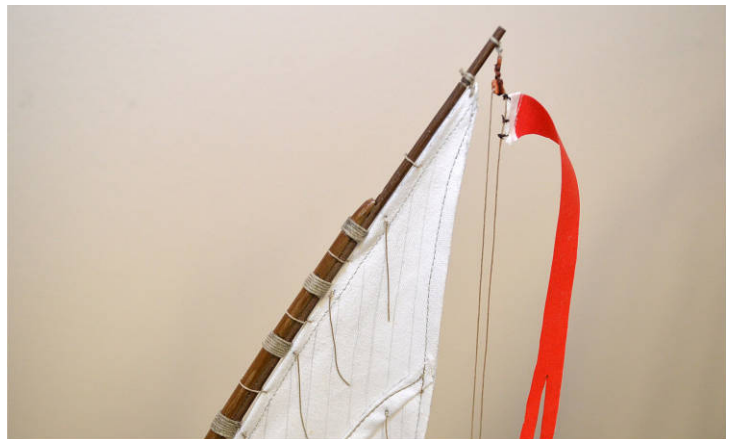
SHOW AND TELL



SCIABECCO / Xebec – Hans Gottschalk

The Sciabecco was a Mediterranean sailing ship that was used mostly for trading. The term also referred to a small, fast vessel used from the 16th to 19th century. These ships were used almost exclusively in the Mediterranean Sea. Many were built on the coast of Tuscany and on the Barbary coast of North Africa. Some were converted to pirate ships because of their speed; they rarely displaced more than 200 tons and carried oars for propulsion.

Hans' model is plank on bulkhead with cloth sails, 1:60 scale and 27 cm long. The deck was made from swizzle sticks. Hans used Syren Ship Model blocks for the cannons. He had a difficult time with the top rail and fabricating the sails, which are cloth and hand sewn. Hans had to do this twice, but he got it right; the result looks very good. At first, he was going to omit oars. However, he noted that the Xebec that he had seen in Aruba still had oars, so his model includes ones that are scratch built. Well done, Hans.

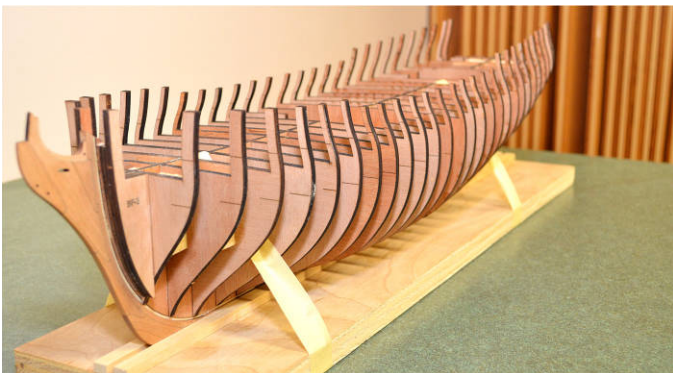
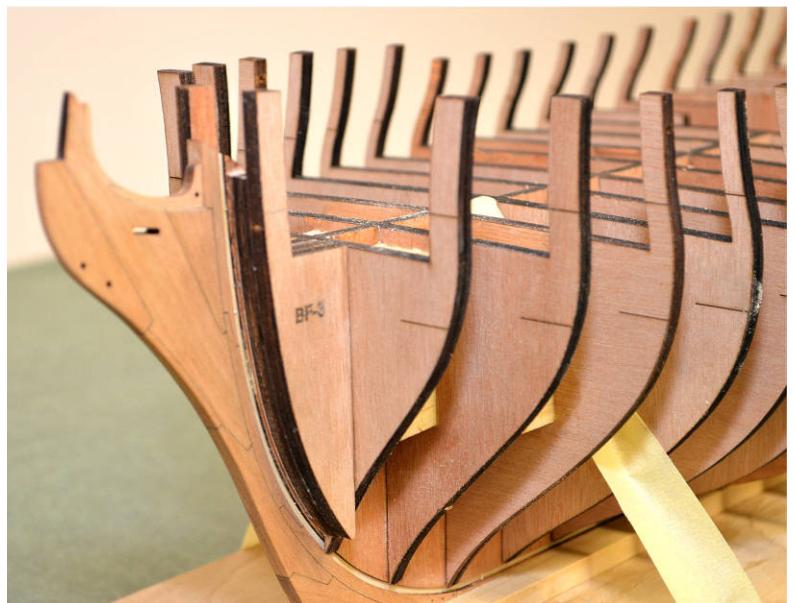


SHOW AND TELL



Winchelsea – Mike Rogers

Mike has started working on a model of *HMS Winchelsea*. The model is 1:64 and is the prototype for a kit that Syren Ship Model Company will be producing. The keel section is in two pieces that Mike assembled on a flat surface; he did the same with the multiple pieces comprising the stem. He mounted two pieces of hardwood to keep the keel straight on the building board. Mike demonstrated how he used balsa blocks between the cherry bulkheads to keep the bulkheads absolutely 90 degrees to the keel. Great looking work, Mike.

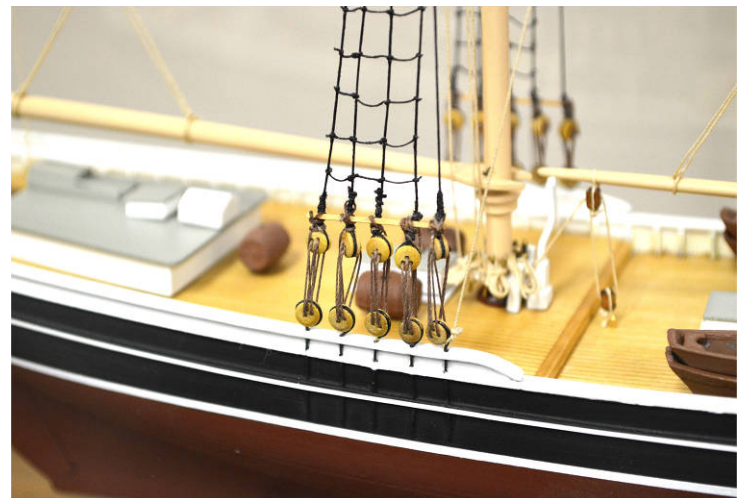


SHOW AND TELL



Bluenose – Jeff Fuglestad

Jeff Fuglestad's *Bluenose* is a Scientific kit that he kit bashed. It is now complete and encased; it represents quite an upgrade from the stock kit. Jeff used Model Master spay paint on the upper hull and Rustoleum red primer on the bottom of the hull. The anchors were sourced from Bluejacket. Because he used a few white metal fittings, Jeff vented the case to prevent their degradation and flaking. Actually, venting the case is a good practice irrespective of the fittings used.

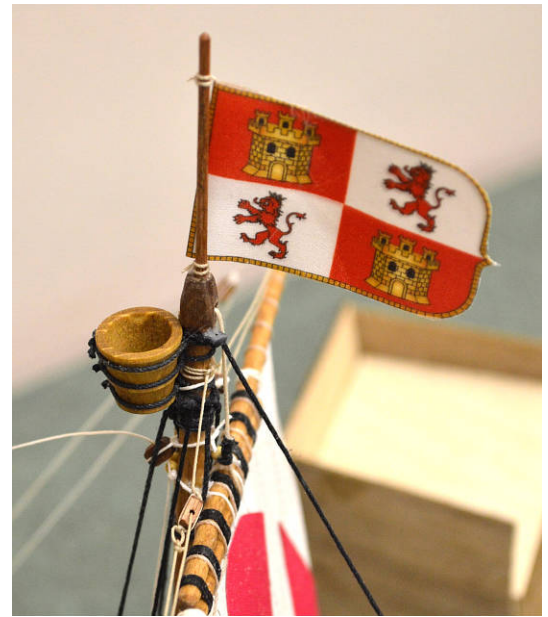


SHOW AND TELL



Niña – Don Otis

Don brought his model of the *Niña*, depicted as she would have appeared leaving Spain on Columbus' first journey to the New World, searching for a quicker route to the Orient. *Niña*, a caravel, was originally rigged fore and aft, a sail arrangement more suited to the winds of the Mediterranean. In the Canary Islands, the sail plan was changed. Don is also working on the *Santa Maria*. He explained that both *Niña* and *Pinta* were faster sailers than *Santa Maria*. The model is twenty-five years old. Don used a guide book that was prepared for the New York Op sail in 1992. According to that publication, the re-creation of that vessel was as close as research allowed to her appearance in 1492.



SHOW AND TELL



America - John Marinovich

This is a second version of *America* that John has been building, this one for his grandson. It is a sailing model that will be finished with fiberglass. John explained that, although the original *America* had a black hull, when she was purchased from the Navy the buyer repainted the hull white. So, one of his models will have a black hull, and the hull of the other one will be white.

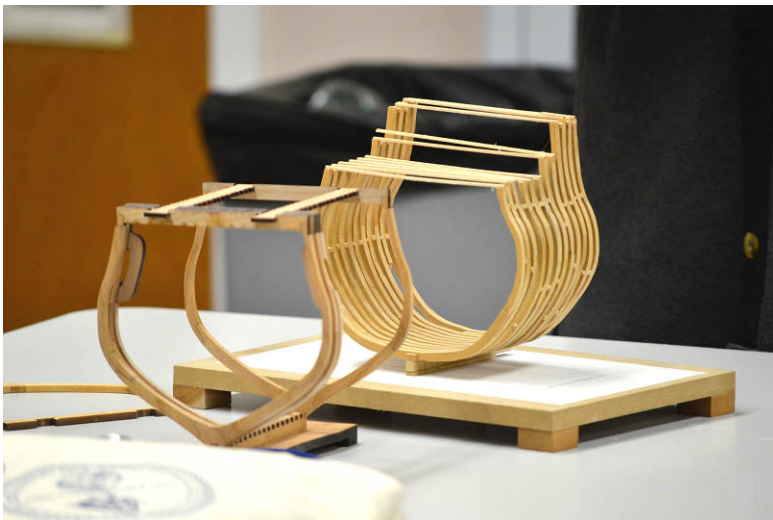
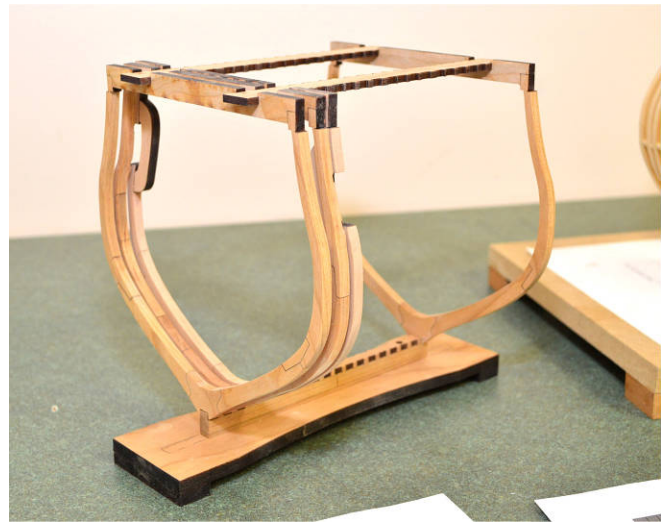
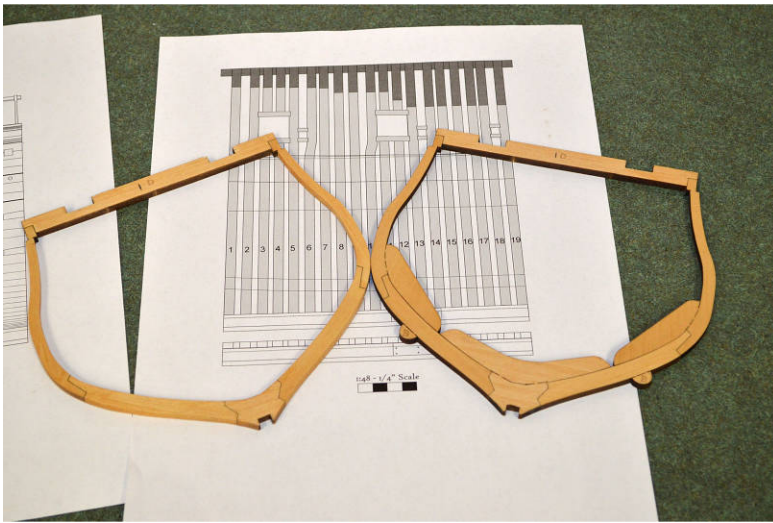


SHOW AND TELL



HMS Pegasus – Chuck Passaro

Chuck brought in a prototype cross section of *HMS Pegasus*. The model will be fully framed in 1:48 scale and depict the midship section of the vessel. Chuck has invented a method to index the floors and futtocks of the frames so that they register perfectly. He has also perfected a method for squaring the frames and holding them in correct orientation in all three planes. There are three types of frames: straight frame, shifted frame to form the side of the gun ports, and a frame that is interrupted for the gun ports. Larry Friedlander will be doing the test build with Chuck.



THE MATCH GAME



OK you Old Salts! Let's see just how salty you are. Match Column A with Column B – from memory or good guess. This is **not** an open book/search Google quiz. **NO CHEATING**. If you think you did pretty well, send me your score. I will post the top 3 winners in the next *Broadaxe*. Answers on Page 14.

COLUMN A	COLUMN B
1. GALLOWS	A. The small light sails set above the skysails on square-rigged masts in light winds.
2. LAZY GUY	B. An older name for the messenger used to assist in weighing the anchor.
3. PAINTER	C. A frame used to rest the boom when the sail is down.
4. MOONSAIL	D. A single-masted fore-and-aft-rigged sailing vessel with a single headsail set from the forestay.
5. SANDBAGGER	E. A grouping of block and tackle to increase the force that may be applied to a line.
6. JIGGER	F. A line attached to the bow of a small boat used in towing or making fast.
7. SLOOP	G. A tackle or line used to prevent the boom swinging when a vessel rolls in the swell.
8. VIOL	H. After mast (4th mast) on a schooner or sailing ship carrying a spanker, or the mizzen mast of a yawl or a ketch.
9. PURCHASE	I. A metal or rope support that allows athwartships motion of a block to allow extra play without any manual adjustment.
10. TRAVELLER	J. A type of broad shallow open or partly decked center-board sailing vessel which originated around the 1850s.

THE WHITE STAR LINE AND IMMIGRATION



The Oceanic Steam Navigation Company, more commonly known as the White Star Line, was a prominent British shipping company founded in 1845. The line operated a fleet of clipper ships that sailed between Britain, Australia and America. Today it is most famous for the innovative vessel *Oceanic* of 1870, the *Olympic* class ocean liners, including the ill-fated liners *RMS Titanic* and *HMHS Britannic*, and the tender *SS Nomadic*.

In the late nineteenth and early twentieth centuries, millions of people emigrated from Europe to Canada and the United States. They traveled in 3 classes: First, Second and Third (steerage). White Star was among the first shipping lines to have passenger ships with inexpensive accommodation for Third-class passengers in addition to those for higher paying First and Second class travelers. The *Oceanic*-class liners of 1870–1872 carried up to 1,000 Third class passengers, as did the vast majority of White Star's ships thereafter. In the early 1900s, White Star's "Big Four", revolutionary liners which had large passenger and freight capacities, could carry anywhere from 1,900 to 2,300 steerage passengers.

White Star advertised extensively for emigrant passengers. When the Line began operations in 1870, the majority of its business in the emigration trade was centered in Great Britain, with Irish emigrants remaining a chief source of income for much of the company's history. From the start, a great deal of White Star's business came from Scandinavia, especially Norway and Sweden. As the years passed, the company expanded its services to continental Europe, eventually tapping into massive streams of emigrants from Italy, the Slavic regions, and nations such as Romania and Bulgaria struggling with slowed economic growth and overpopulation. Large numbers of Ashkenazi Jews from several areas of Eastern Europe booked passage west to escape the Russian Empire's anti-Semitic policies. The Line steadily grew, and eventually found itself serving emigrants from the Iberian Peninsula to the Middle East. While exact figures are not available, White Star liners may have carried as many as two million emigrants to North America. As a means of competing with the rival Cunard Line, which had faster ships, White Star gave its third-class facilities modest luxuries. These included division of steerage passengers into two areas aboard each vessel. In the late 19th/early 20th centuries, most shipping lines (Cunard, Hamburg-Amerika, and North German Lloyd among them) housed

their third-class passengers in large open-berthed dormitories, usually located at the forward end of the vessel. In contrast, White Star strictly administered its policy of dividing third-class accommodations into separate areas. Quarters for single men, usually found in old-fashioned open-berth dormitories, were located in the forward areas of the vessel and were much less crowded than those found among competitors. Single women, married couples and families were berthed in private two-, four-, and six-berth cabins in the after areas of the vessel.

During the years when immigration to the US was at its peak, American agent Anna Herkner disguised herself as a Bohemian immigrant and made three trans-Atlantic crossings on ships of three different lines in order to carry out a secret investigation of conditions in steerage. Although the official report omits the names of the ships on which she traveled, records at Ellis Island reveal their names: North German Lloyd's *Friedrich Der Grosse*, Hamburg Amerika's *Pennsylvania*, and White Star's *Cedric*. Herkner's report contrasted "old-type" and "new-type steerage", recommending that the government push for transition to the latter. While aboard *Friedrich Der Grosse* and *Pennsylvania*, she witnessed stewards sexually assaulting female steerage passengers, a severe lack of medical care, and scarcely tolerable food in steerage. In contrast, aboard *Cedric*, Herkner was surprised at how well she was treated and how well passengers were provided for. In her report, she described her cabin, which she shared with three other women, as private, comfortable, and clean. She noted that each cabin had a bell by which a steward could be summoned, features such as mirrors, hooks to hang clothing on, and private wash basins. The food was of better quality, and the open deck space allotted to steerage passengers was far greater than in the older 3rd class accommodations on the other two ships. Third-class amenities on White Star liners included dining rooms with linens and silverware – even menus with postcards on the back, so that emigrants could write to relatives back in the old country and suggest that they, too, travel with White Star. Additionally, each White Star liner had a reading room and smoke room allotted to steerage passengers. A good illustration of the classic marketing formula: "Treat the customer right and he or she will return."

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.

Direct All Correspondence To:

Tom Ruggiero
54 Peach Orchard Dr, East Brunswick, NJ 08816
(732) 257-6063
Email: trugs@comcast.net

Club Officers

PRESIDENT:

Chuck Passaro
175 Orient Way, Rutherford, NJ 07070
(201) 507-5310
E-mail: cpassaro123@gmail.com

VICE PRESIDENT:

Jim Lavelle
11 Red Twig Trail, Bloomingdale, NJ 07403
(973) 492-9407
E-mail: jmlavelle2@gmail.com

TREASURER (Acting):

Tom Ruggiero
54 Peach Orchard Dr, East Brunswick, NJ 08816
(732) 257-6063
Email: trugs@comcast.net

SECRETARY:

Tom Ruggiero
54 Peach Orchard Dr, East Brunswick, NJ 08816
(732) 257-6063
Email: trugs@comcast.net

WEBMASTER:

Chuck Passaro
E-mail: cpassaro123@gmail.com

Answers to The Match Game: 1C, 2G, 3F, 4A, 5J, 6H, 7D, 8B, 9E, 10I