



Volume 36, Number 11

Newsletter of the Ship Model Society of New Jersey

November 2018

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

ROSELAND PUBLIC
LIBRARY

OCTOBER NOTES...

Meeting. The October meeting was opened at 1850 by President Chuck. Chuck welcomed 21 members; there were no guests. The meeting adjourned at 2022. As the Caldwell Diner was still closed for renovations, several of us proceeded to Thatcher McGhee's Irish Pub & Eatery. [Click here](#) for meeting photos.

John Marinovich complimented Steve Maggipinto on the job that he is doing on *The Broadaxe*. He also complimented the Club Officers for their work. From all of the Officers and Steve, thank you for the compliments.

Treasurer's Report. Tom Ruggiero presented the report. We have a good balance in the Club account.

Next Month's Meeting. Tuesday, November 27th.

Saturday Workshop. Due to the busy month with Thanksgiving and the Lighthouse Museum Exhibit, there will not be a Saturday Workshop in November. There will be various group build sessions to be arranged separately.

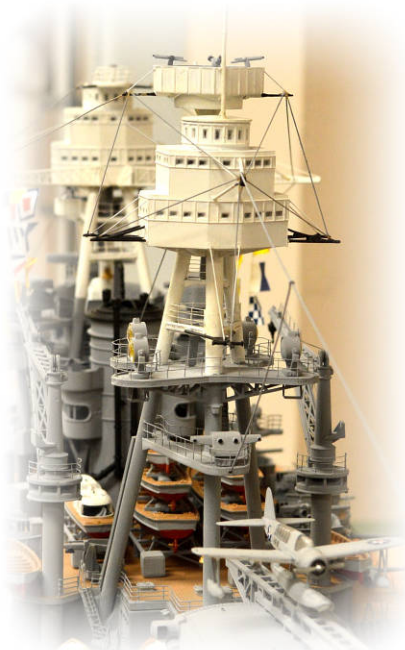
Tech Session for Next Meeting. Next month's Tech Session is still to be determined.

OLD BUSINESS



Group Build. The group build kit package for the hull of the [Medway Long Boat](#) is ready and was available at the October meeting. The first installment of the instructions was emailed to the group build participants. There will be eleven members plus Chuck participating in the project. Chuck passed around the Long Boat that he is working on as well as the model that Bill Houston has started. Understanding that we are close to year's end and the holidays, there will be opportunities for the participants to work on the project in smaller groups at various locations.

Old Business continued on next page



UPCOMING EVENTS

NOVEMBER

- 17 - Show & Demonstration** – National Lighthouse Museum, Staten Island
27 - Monthly Meeting
6:45PM, Roseland Public Library, 1st Floor

DECEMBER

TBD - Workshop
No Monthly Meeting

JANUARY

- 5 - Holiday Meeting** – Tom Ruggiero's house
TBD - Workshop
22 - Monthly Meeting
6:45PM, Roseland Public Library, 1st Floor

NEW BUSINESS



Nautical Research Journal. Not really business, but something of importance to the ship modeling enthusiast is that the Journal is now available in a [digital edition](#). Some members are very excited about this development. A bonus is that the digital version is in full color.

Cannons Available from Syren. Chuck brought in several [cannon cast in resin](#). One version has the British Royal cypher included. He had white resin and will be doing them in black resin. These resin cannon will be significantly less expensive than the brass versions.

December Meeting. As discussed last meeting, in December our meeting room is not available. In prior years, we had our meeting in the Library and viewed the train exhibit in this room. There was some thought about not meeting in December. It is proposed that we have a meeting at Tom Ruggiero's home, with the club providing food for after the meeting. The scheduled date is Saturday, January 5th, 2019.

Show and Exhibit at the National Lighthouse Museum. As in the past few years, we have been invited back to the National Lighthouse Museum in Staten Island to do a one-day demonstration and exhibit. The date is Saturday, November 17th. We will set up at about 9:30AM and break down at 3:30PM. This event has been popular and successful in the past. So far, Tom, Ken Whitehead, Jeff Fuglestad, Bill Brown, and Mason Logie will be going.

TECH SESSION

Simulating Nails & Bolts

by Chuck Passaro

Wooden ship planks in the early age of sail were fastened with wooden pegs called tree nails or trunnels. Smaller craft parts and larger structural pieces were fastened with bolts (iron or copper) or nails. Mike Rogers is using copper that he blackened to simulate nails in the Medway Long Boat. Bill Houston is using steel wire. Chuck demonstrated the use of fishing line, i.e. monofilament. It is available in a large range of sizes and colors and is measured in test weights, from 8 pound. Chuck showed

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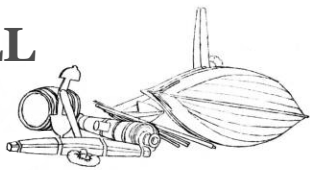
several weights, up to a 60 pound sample that he brought for a fairly large diameter simulated nail. Most older nails were handmade and square in section, however in smaller scales the round section of monofilament gives a good representation. Chuck demonstrated inserting 25- and



20-pound test line. To do this, he cuts off several pieces about an inch long. Since these simulated bolts are not used for structurally fastening the two pieces together, it isn't necessary to drill all of the way through both pieces and each side can be done separately. Chuck drills the hole then cleans it out by lightly touching it with an awl. He cautions not to press too hard on the awl to avoid enlarging the hole. He uses Titebond II for the adhesive. Chuck then shaves off the excess length with a single edge razor blade. After that, he rubs it lightly with sandpaper. The final step is adding satin wipe-on poly. The advantage of Chuck's method is that it avoids the use of nippers. When cutting the excess length of wire nails with nippers, the nippers can easily mar the surface of the wood. The results using Chuck's method are excellent. Our President noted that where there are bolts that have heads, usually square in this period, he uses a different method. When the ends need to stand proud of the surface, Chuck uses copper or steel wire.

Chuck gets his drill bits from Drillbitsunlimited.com. These bits are carbide, all with 1/8" shafts; they are used in high precision applications that require frequent replacement. You can buy them new or used at good prices and you'll find the used bits are OK for drilling wood, plastic and soft metal. Although considered dull by the industry, they work well for our purposes. One caution is that they are intended to be used in a drill press, as, unlike twist drills, any side load will cause them to snap. You can use them in a pin vise, but you must be very careful.

SHOW AND TELL



Skeleton Ship's Deck, Hex Marks the Spot

— Mason Logie

This is a Lindberg plastic kit with two skeletons, a ship's wheel, cannon and a broken mast on a pitching deck. Mason is building this for a Halloween display.

One skeleton will be at the helm while the second skeleton points at a treasure map with a dagger. Mason will likely miss this Halloween, but it should be done for the next one.

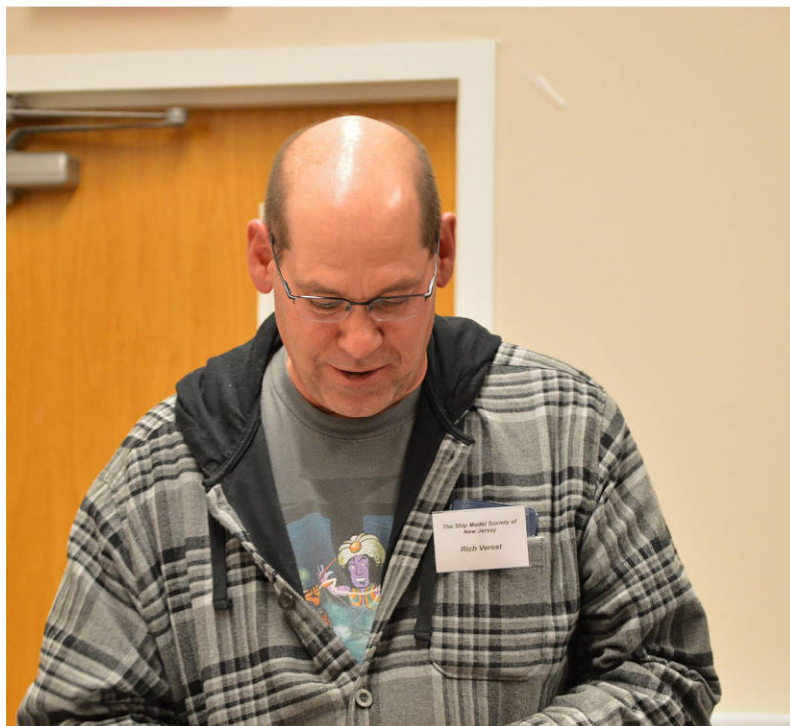


SHOW AND TELL



Kate Cory Whaleboats — Rich Verost

In August, Rich brought his nearly completed *Kate Cory* to the meeting. This month he is starting on the vessel's four whaleboats. The kit he is using is an older one from Model Shipways, so the whaleboats began as machine-cut plugs. Rich started by getting the outside hull carved to shape, then moved to the inside. He used a series of gouges and a Dremel to reduce the hull's topside thickness to about 1/32". Rich will be completely filling each boat with thwart, harpoons, lances, etc., so he will not plank the boats inboard, although he did install frames above the thwarts. He will be painting the boats' hulls in various colors. This was done in real practice so that the boats were readily identifiable when away from the ship.

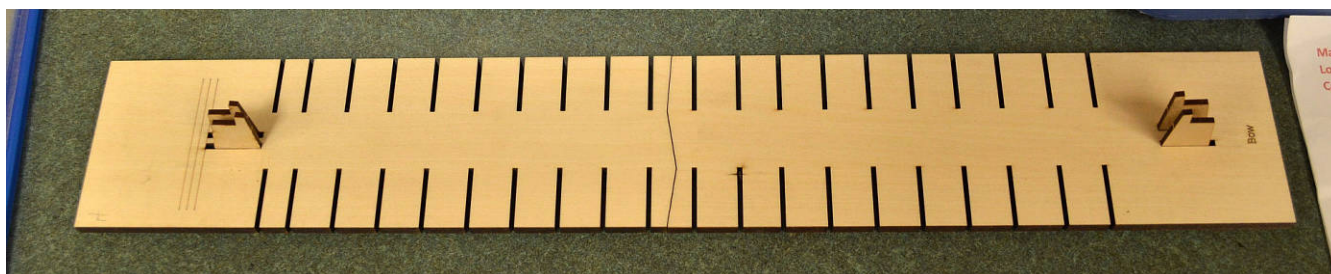
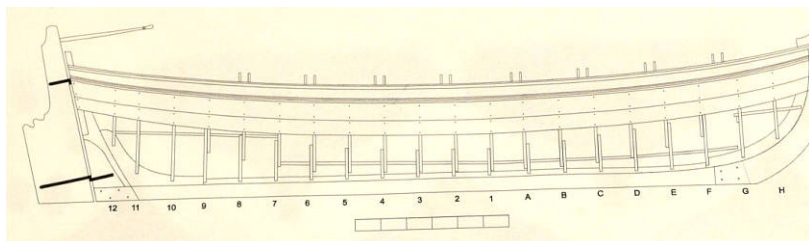
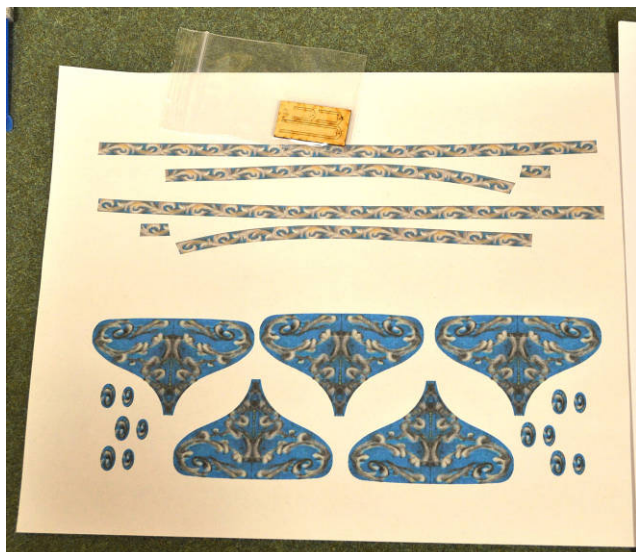
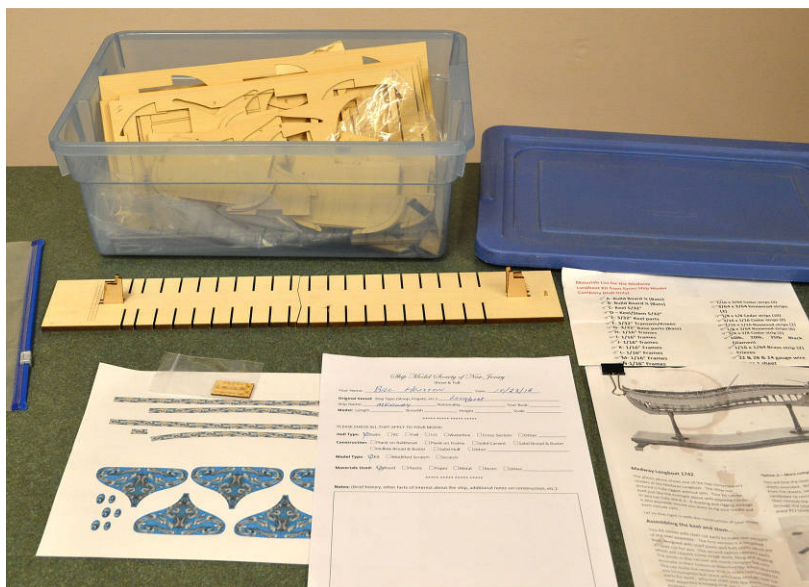


SHOW AND TELL



Medway Longboat — Bill Houston

Bill is a participant in the group build and has already started assembling the keel, stem and sternpost using the more accurate lap joints. Bill usually works on Saturday, but on the Saturday of the last workshop, he took the morning off. He said that he was inspired to be at the group build and got himself motivated to attend. So far he has made great progress and is moving along well.



SHOW AND TELL

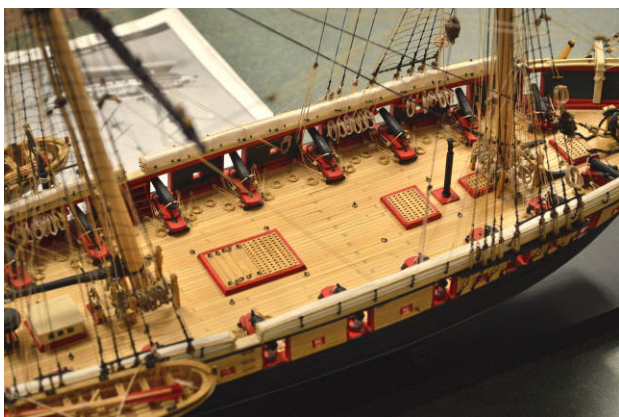


USS *Niagara* — Ray Vernon

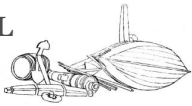
Ray's *Niagara* is 1:64 scale, 3/16" to the foot. It is the Model Shipways kit MS2240, originally designed in 1996 based on the 1990 reconstruction drawings of naval architect Melbourne Smith. *Niagara* was the flagship of Oliver Hazard Perry at the Battle of Lake Erie in 1813. The ship flew the "Don't Give Up the Ship" flag that currently resides at the Naval Academy. *Niagara* served as a station ship in Erie until 1820 when she was scuttled. The citizens of Erie raised her in 1913 and restoration began in 1931. The hull restoration was completed in 1943 and masts were installed in 1963. Only a few of the original timbers are left in non-structural areas.

(Secretary's Note: James Lawrence, was the commander of the USS *Chesapeake* in its battle with HMS *Shannon*. Lawrence was fatally wounded in battle. As he was dying, he uttered what has become the motto of the US Navy. He 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, 11" wide, and 27" tall. He has finally completed the ship and said he had a great time building it. A beautiful job! So — what's next, Ray?

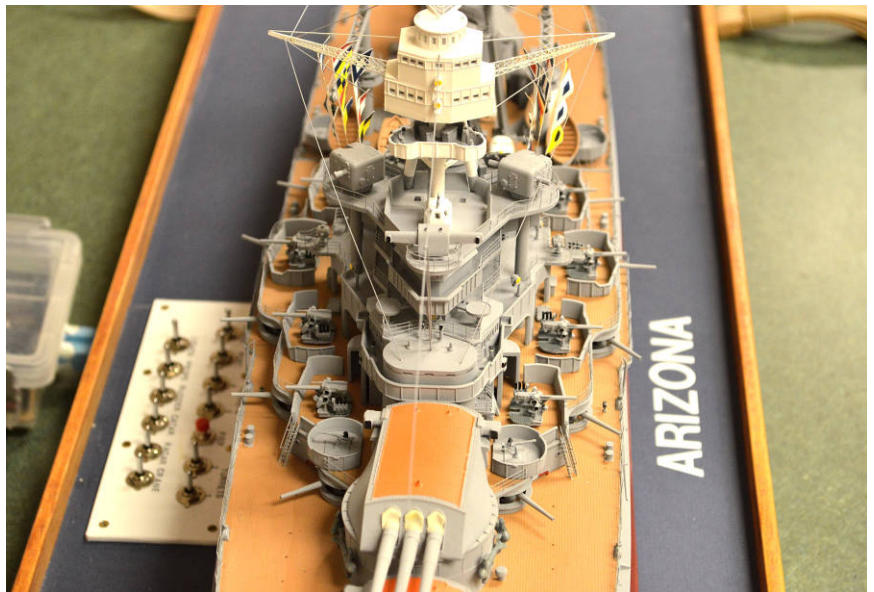
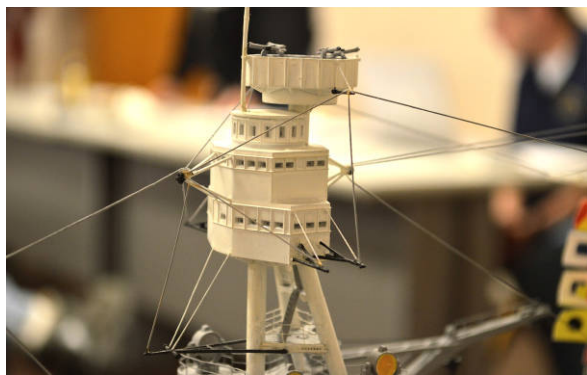
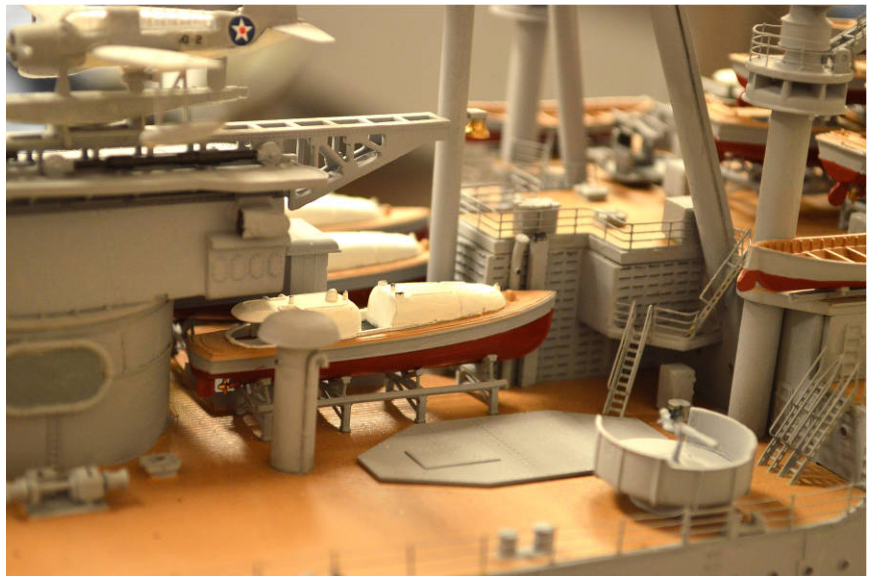


SHOW AND TELL



USS *Arizona* — Ossi Thalmann

The *Arizona*, built in 1916 at the Brooklyn Navy Yard, was part of the Pacific Fleet on December 7, 1941. Over 1,500 crew died on the ship that still lies where she sank in Pearl Harbor. Ossi's model is 1:200 scale and is 36" long by 5½" wide. The colors shown are as *Arizona* appeared at Pearl Harbor the day of the attack. Ossi painted the hull with rattle cans of auto primer. He uses the larger cans because he feels that they mix better and there is enough to allow touchups. The model is a Trumpeter kit. As with all of his models, Ossi has mechanized and lighted *Arizona* with rotating gun mounts, aircraft catapults, and ship's props. This required fitting motors, wiring and chain mechanisms into the hull. *Arizona* is a beautiful model that has won awards at various shows and exhibits, including the Annual Midwestern Model Ships & Boats Contest and Display in Manitowoc, WI.



Tips, Tools and Techniques

CUSTOMIZING COLORS by Steve Maggipinto

I'm in the process of building a 1/350 scale model of USS *Indianapolis* (CA-35) as she appeared after her final refit in mid-July 1945, wearing camouflage Measure 22. There is some question about the colors in which she was painted at that time. A severe shortage of blue pigment in late-1944 caused the Navy to [modify its camouflage measures](#), substituting neutral grays (a pure black/pure white mix) for those grays that had been previously tinted purple-blue. The only exception was Navy Blue (5-N, a purple-blue tint) that the Navy specified be used "...until all existing stock has been depleted." I'm going under the assumption that Mare Island still had 5-N in stock when Indy was refitted. The model I'm building will have neutral gray decks and superstructure with a lower hull painted Navy Blue.

So much for background. **First step:** finding the right colors—not as easy as it might sound. I did some research on the major model paint manufacturers. None offered anything close to some of the colors I was looking for so I knew I'd have to mix my own. Not a problem. **Step 2:** which manufacturer to choose. More research. I finally narrowed it down to 2 choices: Model Master and Tamiya acrylics. Looking at multiple models online was the final test. Those airbrushed with Tamiya acrylics appeared to have a smoother finish than those painted with Model Master (I plan to airbrush *Indianapolis*). Then I read from more than one source that MM paints have a tendency to lift when tape for masking between colors is removed. Tamiya's apparently don't. Decision made.

Step 3: Finding the right color mixes. I cut a 3.5"x5" piece of white plastic card and started trying various mixtures. In the interest of saving paint, I used toothpicks to drop small equal sized beads of various tints on the card then mixed them together, numbering and recording the combinations as I went along and using a fresh toothpick to mix each combination. See the photo. When I finally had the colors I

wanted, I noted the mix and translated the number of drops into ratios for each color.

Step 4: Finding a practical method to consistently mix the right combination in quantity. I decided to use 2 oz paint bottles (available at the local hobby store) and a set of metal measuring spoons, using the following guide to translate the ratios into volumes:

- 1 tablespoon (tbs) = 15 milliliters (ML) or 3 tsp
- 1 teaspoon (tsp) = 5 ML
- 1/2 teaspoon = 2.5 ML

Final Paint Mix Formulas

(adjusted slightly from what is shown in the photo)

NAVY BLUE (5-N) (Lower hull):

- 1 tbs + 2 tsp (Total 25 ML): Tamiya XF8 (Flat Blue)
- 2 tsp (10 ML): Tamiya XF2 (Flat White)
- 1 tsp + 1/2 tsp (Total 7.5 ML): Tamiya XF7 (Flat Red)

DECK GRAY (20) (All exposed decks/tops of surfaces):

Tamiya XF54 (Dark Sea Gray): Straight out of the bottle

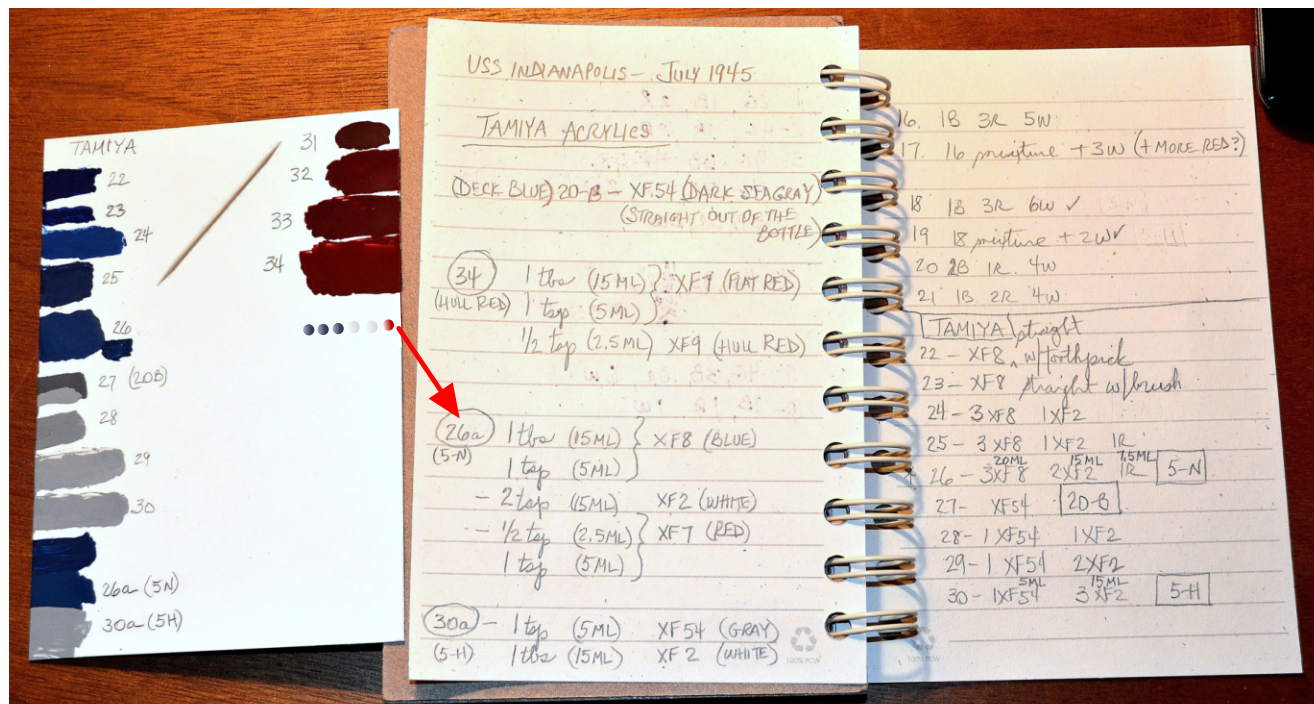
HAZE GRAY (5-H) (Upper hull and superstructure):

- 1 tsp (5 ML): Tamiya XF54 (Dark Sea Gray)
- 1 tbs (15 ML): Tamiya XF2 (Flat White)

HULL RED:

- 1 tbs + 1 tsp (Total 20 ML): Tamiya XF7 (Flat Red)
- 1/2 tsp (2.5 ML): Tamiya XF9 (Hull Red)

Paint mixing was done using the excellent [Badger Paint Mixer](#).





ADMIRALTY MODELS

We're all about authenticity!



On the weekend of October 6/7, members Tom Ruggiero, Larry Friedlander, Roy Goroski, Barry Rudd and Ryland Craze attended the latest Admiralty Workshop hosted by David Antscherl and Greg Herbert in Hunt Valley, MD. The [workshop](#) focused on the intricate construction of an 18th century stern. Attendees were provided with a 1:36 scale laser-cut kit to assemble ahead of the workshop. At the workshop they learned how to make card patterns and how to plan, cut and fit a set of lights (window frames) across the stern. Additional information was provided to understand the geometry and construction of quarter galleries, and guidelines were given to interpret contemporary plans.

[Click here](#) for more photos — models shown are David Antscherl's barge and Greg Herbert's *Speedwell*.



BOOKS AND PUBS



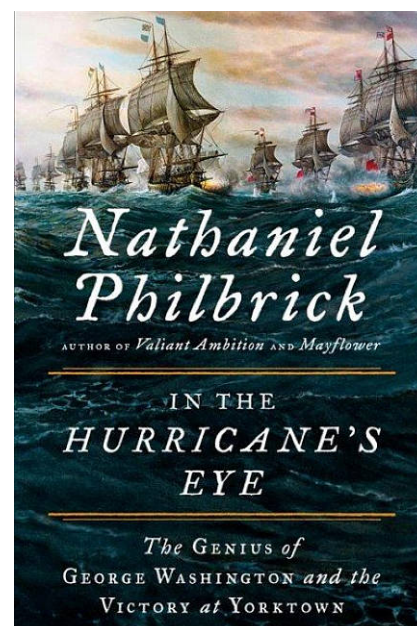
IN THE HURRICANE'S EYE

— Nathaniel Philbrick; recommended by Ken Whitehead

Naval power, according to the account in this new book, was central to the victory at Yorktown — but is largely overlooked because the decisive sea battle that preceded it did not involve Americans.

The colonies were largely coastal communities and the coasts were controlled by the British navy, the world's most powerful. British forces on land were continually replenished from the sea. Philbrick says George Washington was unique in recognizing that victory would be achieved only by first defeating the British fleet. When France and its navy entered the war on the side of the United States in 1778, Washington's "genius" was to incorporate those forces into his war strategy.

The book is filled with land battles, sea maneuvers, conspiracies, hurricanes — all culminating in the Battle of the Chesapeake, which Philbrick writes "has been called the most important naval engagement in the history of the world." It was so called because a French fleet's defeat of a British fleet enabled the land victory at Yorktown and ultimately the end of the war. For more details about this book, [click here](#).



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 each month by 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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