



Volume 36, Number 10

Newsletter of the Ship Model Society of New Jersey

October 2018

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Our next club meeting is
October 23rd at 6:45PM

ROSELAND PUBLIC
LIBRARY

SEPTEMBER NOTES...

Meeting. The meeting was opened at 1900 by President Chuck. Chuck welcomed 12 members and no guests, a very light turnout likely due to the terrible weather. The meeting was adjourned at 2045. As the Caldwell Diner is closed for renovations, several members proceeded to a local Irish Pub instead. [Click here](#) for photos (of the meeting, not the pub visit!).

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

Meeting and Workshop Dates. Next month's meeting is Tuesday, October 23rd. It is one of our 2 annual "Bring a Model" nights. The date for the next Saturday Workshop is October 20th at Chuck's house.

October Tech Session. Next month's Tech Session will be a demo on using fishing line to make treenails and bolts. Chuck will be bringing in several sizes and colors and will show everyone how he drills and inserts them. This should be a pretty quick session. Since folks will be making treenails for the longboat project, Chuck figured the timing would be good. See photo opposite.

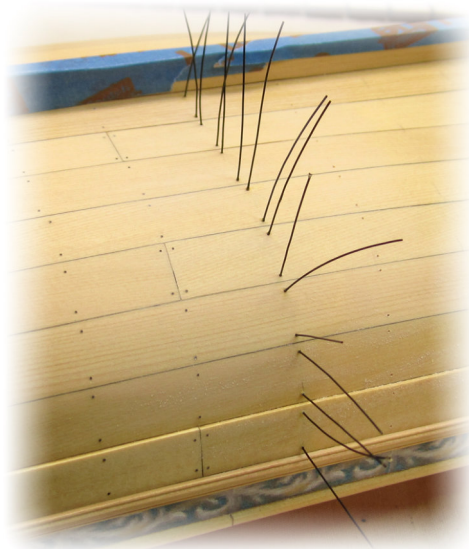
OLD BUSINESS



Roseland Library Exhibit and Demonstration. As mentioned at the last meeting, we have offered to do a Saturday Show and Exhibit at the Library. The week of September 15th Ken Schuetz and Tom Ruggiero met with the Library Director, Jen Overton. We have scheduled the show and demonstration for Saturday, April 13, 2019. The Library will do the publicity for the show.

Group Build. Chuck is moving along with our next group build; the kits will be available soon and the club will be subsidizing one third of the cost of each kit. Chuck asked for a show of hands from those interested in joining this group and several members signed up. Since the September meeting attendance was unusually low, Tom Ruggiero will be emailing an invitation with details so that members who weren't able to attend can join the group.

Old Business continued on next page



UPCOMING EVENTS

OCTOBER

20 - Workshop

23 - Monthly Meeting

6:45PM, Roseland Public Library,
1st Floor

25-27 - NRG Conference, Las Vegas, NV

NOVEMBER

TBD - Workshop

17 - Show & Demonstration – National
Lighthouse Museum, Staten Island

27 - Monthly Meeting

6:45PM, Roseland Public Library,
1st Floor

DECEMBER

TBD - Workshop

No Monthly Meeting

NEW BUSINESS



SUNY Maritime Trip. SUNY Maritime is located at Fort Schuyler in the Bronx. Dan Pariser has contacted the personnel there about a club trip to the fort and the very fine Marine Industry Museum. We may even be able to see the Training Ship *Empire State VI* (Tom Ruggiero has built a 1:350 model of this ship). Cost is \$10 per head and Tom verified that we can go on a Saturday. He asked who might be interested and several members said they would be. Dan will be proceeding on this to set a date and time. More to come.

Show & Exhibit at the National Lighthouse Museum. As we have done for a few years now, we have been invited back to the National Lighthouse Museum in Staten Island to do a one-day demonstration and exhibit. The day and date set for this is Saturday, November 17th. We will set up about 9:30 and break down at 3:30. This show has been very successful in the past.

December Meeting. As discussed last month, in December our meeting room is not available. In prior years, we had our end-of-year meeting in the Library proper and viewed the train exhibit that was set up in our meeting room. There was some thought about not meeting at all in December, or perhaps scheduling a social event instead. The current proposal is that we have a meeting at Tom Ruggiero's home with the Club providing food. The proposed date is Saturday, January 5th, 2019.

Broadaxe Index Database. Chuck asked for feedback on the work that Doug McKenzie has done with the Excel spreadsheet that indexes *Broadaxe* articles. Doug took on the project a couple of months back so that members might access a specific article that discusses an item of interest. Generally, feedback was positive. For those members who do not have Excel, Doug is investigating a free download application that will provide a read only version. Chuck noted that he can put the index on our website. Doug will continue with this project to include all of the online editions of *The Broadaxe*. Thank you, Doug.

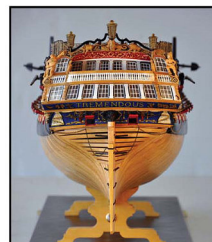
Club Hats or Shirts. Nothing new at this time, but Tom Ruggiero will be working on the project.

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

Frame Construction

At the September meeting, Larry Friedlander explained three methods for making frames.

One method is to build up the frames with floors, futtocks, and chocks as was done in full sized practice. This method is used by David Antscherl and several of us have made frames using it. The method makes a beautiful frame but it is susceptible to minor inaccuracies and takes a fair amount of time – up to four to six hours per frame.

The second method Larry described was first developed by Harold Hahn. With this technique, the final frame is not actually practice, but a stylized Admiralty method of single and double frames. The brilliance of Harold Hahn's method is that it utilizes templates that enable the fabrication of identical parts that make up a frame. The templates have a miter bar that is used on a table saw. This allows each piece to be cut identically. The plan notes the number of each piece that is needed, with some pieces requiring a second cut. There are slots in a jig for each piece. The cutting jig can be made so that the pieces can be mass produced on a table saw.

Each frame is comprised of two layers. Each layer has between four and six pieces that are laid out and cut at angles such that the pieces allow the grain of the wood to follow the frame (mimicking compass timber). Since several of the blanks are identical, it's important that you keep track of the identification and orientation of each piece. Some look very similar to others and can be scrambled if you are not careful.

The frames are glued together on a piece of glass. First, you cement the plan to the glass so that it is visible through the glass. This provides a rigid view of the plan so that the frame pieces can be properly positioned and assembled. The pieces are then edge glued to each other to make a frame blank. The two layers are glued together but the edge glued joints are staggered such that the piece of one layer strengthens the edge glued joint of the other layer. When you put the two layers together, weighing them down allows the frames to cure properly. Larry uses Titebond, but any carpenter's glue will work. Once the layers are all completed, the frame pattern is rubber cemented to the blank and then the frame is cut out with a scroll saw.



One of the major advantages of this method is that the frames are assembled upside down into an indexing jig that follows the plan of the ship. In order for the jig to work, the frames are left as tall as the tallest frame so that the jig forms a flat datum point. After the frames are all in the jig, the keel locks them in the correct position in all three dimensions. Once this is done, you can fair the frames as a unit. When you've installed the deck beams, you can then cut the frame extensions off to free the hull from the jig.

Larry was asked how he makes sure that the frames are aligned to a centerline. He explained that both the plan as well as the piece for the floor have a marked centerline. So, the two centerlines are matched. The piece is then aligned so that the tops of the frame extensions are level with each other.

The results are beautiful. There is, however, one disadvantage: a lot of wasted wood. All of the frame extensions are waste, so if the hull has a raised poop and forecastle, there are many frame extensions that end up being tossed.

The final technique that Larry showed was a framing method that was developed by Syren Ship Model Company. The frame produced is similar to the prototype frame but can be assembled in a fraction of the time. The floors and futtocks are cut with indexing locators and the frame pieces are assembled using the locators for correct fit. Once the glue is dry, the locator pieces are then cut away.

Very well-done Tech Session, Larry.



from the Editor's Desk

I have been a member of SMSNJ since 2006, a year when the club's name, as I recall, included the word "Northern." I still remember my first meeting, sitting in the back of the room at the Millburn Public Library, admiring the models that had been brought for Show and Tell. The quality of the work was mind boggling to me. I felt intimidated, fascinated, excited at the possibilities – all at the same time. Phrases like "I could never..." and "Could I?..." and "I would like to get to this level..." popped into my head rapid-fire. I was hooked.

To this day, I am in awe of the quality of work produced by my fellow members. I confess that I am not too knowledgeable about the nomenclature and function of the many parts that made up an 18th or 19th century vessel. In all honesty, I'm with you, Bob Fivehouse: "I have no idea what you're talking about" when it comes to the hull structure and rigging of historic sailing ships. I can't tell you how many times I have to Google a term in the notes Secretary Tom sends me for *The Broadaxe* each month to understand what's going on.

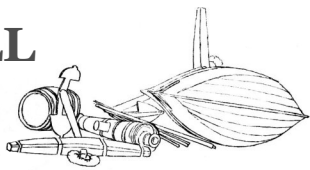
But I'm learning. And I do know quite a bit about warships from the early to mid 20th century – an era in

which I specialize. Their history, construction, paint schemes, propulsion plants, armament, battle tactics, famous crewmembers, etc. I grew up in the latter part of this period and have always enjoyed the era's history.

Which brings me to the purpose of this article: different strokes for different folks. Bob Fivehouse produces small scale commercial steamers of the late-19th/early-20th century. Tony Alworth favors small sailing vessels and power boats. Ossi likes to motorize warship kits of mid-20th century vintage. And, more to the point, we all have our different skill sets and motivations for what we do. Does our work have to be a perfect replica of the original? No. We are artists and our art is what we present – as we present it. How many times have I heard this phrase at meetings: "The plan called for _____ but I took artistic license and did it this way."

For a more insightful take on this and our craft, [click here](#). This is an article that Larry Friedlander recently brought to my attention. To my way of thinking it is spot on and food for thought for those who, like myself, might consider themselves less technically gifted than some other club members.

SHOW AND TELL

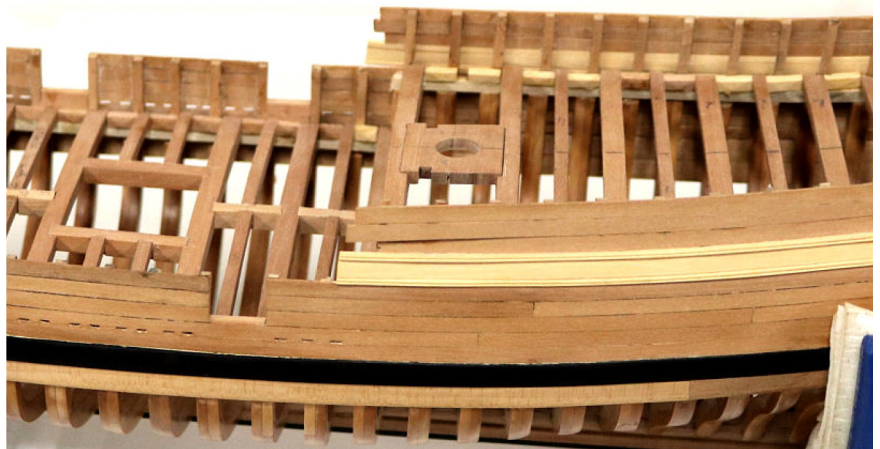


Hannah — Larry Friedlander

Since Larry did the Tech Session on framing, he brought in his model of the *Hannah* that he constructed during our first group build.

The model is 1:48 scale and is built of Swiss Pear. *Hannah* was converted from a small merchant vessel to a warship. She is said to have mounted four 4 pounders and several swivel guns, and was the first vessel in George Washington's Navy.

A very clean job, Larry.



SHOW AND TELL

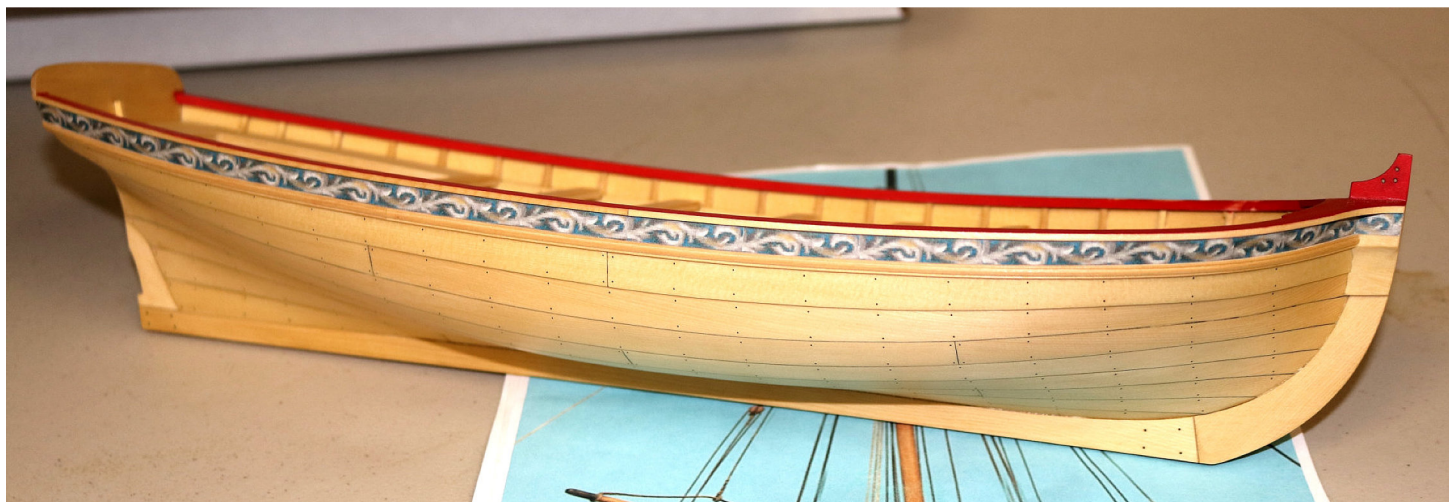


Medway Longboat —

Chuck Passaro

Chuck brought is the nearly completed 1:24 scale prototype for the Medway Longboat that will be the model for our next group project. The hull is complete and Chuck will be working on the internal details.

The model will be built using Alaskan Yellow Cedar. Chuck took the art work from a frieze used on a contemporary model in Greenwich, England. The nails are simulated with monofilament. Chuck notes that almost the entire kit will be laser cut and it promises to be an enjoyable build. We are looking forward to it.



SHOW AND TELL



Leon — Doug McKenzie

The *Leon* was a Norwegian Brigantine constructed in 1880, a small freighter that was built by Colin Archer. Doug's model is 1:48 scale, plank-on-frame and scratch built. The model is 28" long with a 7" beam. The interior will be fully visible. Doug has done extensive digging to get all of the details, researching sources in England, Norway and San Francisco. He wasn't able to find much in Lloyd's of London because the ship wasn't insured by Lloyds, but he had better luck in Norway. The model's frames are single and are constructed utilizing the same method used by Underhill. They are thick enough to be drilled and treenailed. Good looking model, Doug.



Independence — Ken Whitehead

Ken brought in a model of an Artesania Latina Kit of the *Independence*, purportedly a Colonial Sloop of War, circa 1775, but not based on any known plans or history. The listed scale is 1:35. However, Ken felt that the model looked out of scale, on the large side, so he decided to reduce the plans to make the model smaller and more to scale. He took the kit plans and reduced them so that the identified 4 pounder cannons scaled properly in 1:48 (assuming 4 pounder cannons). This turned out to be an 80% reduction. He recut each bulkhead and the keel former, making the new ones from cherry. He also resized and scratch built all of the deck furniture. The decks are planked with basswood and Ken has given the hull and deck furniture a coat of polyurethane. So far, the frame of the boat is formed and much of the deck furniture has been recreated in 1:48 scale. Looking good, Ken.

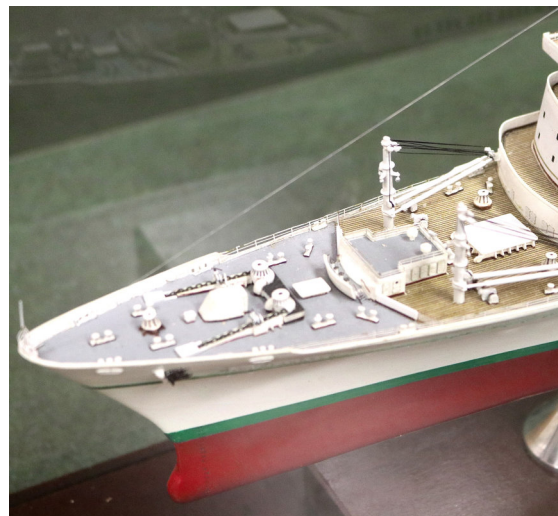


SHOW AND TELL



Michelangelo — Dan Pariser

The ship is now complete! SS *Michelangelo* was an Italian liner that was built in 1952, said to be the most elegant of her day. The model is 1:350 and measures 31" long and 12" high with a 4" beam. Dan scratch built the hull using the lift method, then sheathed the hull above the waterline. He used several fittings from Bluejacket; most he modified. The pools' water is simulated with epoxy. The deck planking is printed paper. Of particular note are the 3-D printed screen structures surrounding the uptakes and exhaust. The model is now cased. Dan has built many cases in the past, but no longer has the necessary tooling. Dan's case was made by a company in Vietnam whose catalog he passed around ([Old Modern Handicrafts](#)). Dan ordered the case through one of OMH's dealers, [CaptJimsCargo](#), phone number 774-722-4804. Great job, Dan.



A Piece of Naval History



Don't Give Up The Ship is one of two flags from the early days of the US Navy that most of us are familiar with. The other is the First Navy Jack, *Don't Tread On Me*.

On June 1st, 1813, during the height of the War of 1812, Captain James Lawrence left the port of Boston in command of the frigate *Chesapeake* and immediately

engaged the Royal Navy frigate *Shannon*. Although slightly smaller, the British ship disabled *Chesapeake* with gunfire within the first few minutes. Captain Lawrence, mortally wounded by small arms fire, ordered his officers, "Don't give up the ship. Fight her till she sinks." —Or— "Tell them to fire faster; don't give up the ship." Lawrence's men carried him below, and *Chesapeake*'s crew was overwhelmed by a British boarding party shortly afterward. James Lawrence died of his wounds on June 4th, while his captors directed *Chesapeake* to Halifax, Nova Scotia.

After Lawrence's death was reported to his friend and fellow officer Oliver Hazard Perry, Perry ordered a large blue battle ensign stitched with the phrase "DONT GIVE UP THE SHIP" in bold white letters (there was no apostrophe in "Don't"). The flag was displayed on Perry's flagship during the Battle of Lake Erie, a victorious and decisive engagement against the British in September, 1813.

The original flag is currently on display at the Naval Academy Museum (photo opposite) with a replica in the Naval Academy's Memorial Hall.

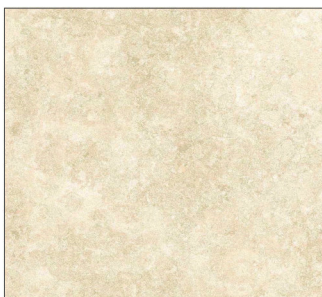
Tips, Tools and Techniques

Here's a tip from Florida member Barry Rudd:

"If you need a hard, smooth and relatively flat surface to work on, just go to your local Home Depot or Lowes store and pick up a glazed floor tile. The best part is they are very inexpensive, just a dollar or two per tile. They're flat enough for just about any modeling requirements. And you can get them in a variety of colors and sizes to suit your needs. Unlike a glass plate — besides being a lot cheaper — they will take a beating before they break or get scratched and are easy to clean."

Happy modeling."

Thanks, Barry!



Sometimes you need a small shaft of light to shine into a dark area of something you're building, perhaps the corner of a ship's interior. Nothing fancy, nothing too bright, just a focused beam to check fit or alignment – something compact and portable. Your Editor has been using such a tool for some time now. The EverBrite 9-LED Flashlight is small and easy to maneuver in relatively tight spaces. Note the dimensions below. The on/off button is on the bottom and it uses 3 AAA batteries. The flashlight is available in a [6-pack from Amazon](#) for \$14.60 in a rainbow of colors. You may only need the one, but with the holidays coming up, the extras make nice stocking stuffers. Not a bad idea also to keep one in the glove box for emergencies. The flashlights are also available individually at Walmart stores for \$1.00 each.



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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