



Volume 37, Number 6

Newsletter of the Ship Model Society of New Jersey

June 2019

In This Issue

[Old Business](#)
[New Business](#)
[Tech Session](#)
[Show and Tell](#)
[From the Editor's Desk](#)
[An American Icon](#)
[Club Information](#)

Our next club meeting is
June 25th at 6:45PM

**ROSELAND PUBLIC
LIBRARY**

MAY NOTES...

Meeting. The May meeting was opened at 1845 by President Chuck. Present were 16 members and 2 guests, Annette Whitehead (Ken's wife) and John Trippe. John's wife visited our exhibit and show at the library last month. She told John about the event and suggested that he come to our May meeting. Welcome, John – you are the second person to come to one of our meetings as a result of the show. Annette was just observing, but it was good of her to accompany Ken. Maybe he can interest her in our hobby. The meeting was adjourned at 2015 whereupon several members went to the Caldwell Diner. [Meeting Photos](#).

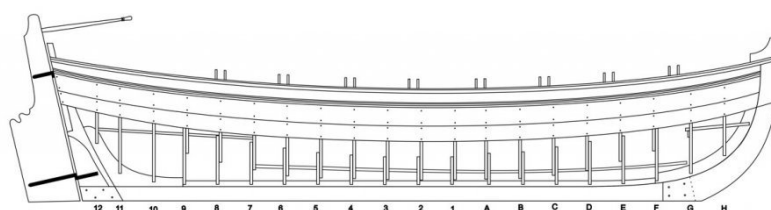
Sad News. In late May, Tom Ruggiero received the sad news that the wife of member Tony Alworth had passed away. As the owner of the Aardvark Quilt Shop in Morris Plains, many of us knew Sally well. A faithful group of us went to her shop once a month for Saturday workshops and we also conducted a few tech sessions there. We are all saddened by her passing. Sally was a kind and giving person and a true friend of the Club. We will all miss her. Our condolences go out to Tony and their family. We observed a moment of silence in her honor.

Treasurer's Report. Tom R. presented the report. We have a good balance in the Club account. Next month is the deadline for annual dues.

Next Month's Meeting. Our next meeting is Tuesday, June 25th.

Tech Session for the Next Meeting. Next month's Tech Session will be making scrapers for creating moldings. We are looking for a volunteer to do that session.

Saturday Workshop. The next workshop will be held at 10:00 on Saturday, June 22nd, at Chuck's place. Please let him know if you will be attending.



OLD BUSINESS



Jeff Fuglestad Wins the 2019 Jim Roberts Award.

Club members gave an ovation to Jeff on winning the 2019 Jim Roberts Award at the Northeast Joint Clubs Conference in April. Jeff's model of SS *Pendleton* was selected over some very stiff competition. Great Job Jeff!

Pennsville Farm Show. On June 1st, Tom Ruggiero, Bill Brown and Roy Goroski exhibited their models at the Pennsville Farm Show. As in previous years, we teamed up with members of the Philadelphia Club for this event on the banks of the Delaware River. Adding to the day's festivities was fantastic weather. We spent the day working on our models, answering questions and discussing research, modeling and assorted aspects of our club with a steady stream of interested attendees. We also took time to enjoy the other exhibits that included a period Union Army band circa 1860, many vintage automobiles, an excellent HO gauge model train exhibit, farm animals, quarter scale carts, wagons and stagecoaches available for children to ride, and other crafts. There were spinning wheel demonstrations on the process to transform flax into thread. Are you interested Chuck?

You might recall that in 2017 Ossi had a nice conversation at the farm show with a woman in period costume, a school teacher. She was there again this year. After the exhibit, we had an enjoyable dinner at a local

restaurant with Pat and Ed Leaf and other members of the Philadelphia club. We will definitely do this again next year. It is a very enjoyable day; you should make plans to join us in 2020.

Officer Elections. Elections for Club Officers will take place at the June meeting. Although Chuck is eligible to run for a second term, he has decided not to. At the May meeting, Bill Brown was nominated for the office. If anyone else is interested in the position, please inform Secretary Tom by email or phone.

NEW BUSINESS



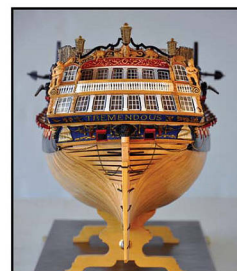
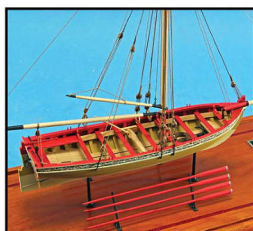
Tom Ruggiero and Bill Brown will be looking into getting hats, shirts, etc. with the club logo. Tom mentioned that this time we will be searching for a hat that has a stand up crown, like a ball cap. These will be more expensive than what we have offered in the past but are of significantly better quality. We will also investigate golf shirts and other possibilities. SMSNJ will likely subsidize the member cost. Other items we are considering are procurement of a quality projector for our Tech Sessions, a trip to a museum or nautical point of interest, a local SMSNJ cruise. Mason mentioned that the vintage NY Fireboat, *John J. Harvey* might be a good choice. Mason is going for a cruise on the *Harvey* and will report back to us next meeting. Under consideration also are donations to deserving organizations or facilities. If any member has further suggestions, please let us know.

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 Scale Model Rope

The May Tech Session was Making Scale Model Rope, presented by Chuck Passaro. Chuck produces rope in 20 foot lengths by setting up the head stock and tail stock on tables that are about 26 feet apart. This is basically done trial and error and success depends on the raw material and its diameter. There is no simple rule covering the best way to squeeze the strands tighter together. For the type of thread that he uses, Chuck has put together guidelines defining the size and number of individual strands that are needed to produce a given diameter rope.

The rope walk is a thousand year old process. It is a manual effort even though Chuck uses a drill to do the twisting. It starts by twisting individual strands many times in one direction. This creates significant energy, like twisting a rubber band. Once done, the individual strands are then twisted together in the opposite rotation where the stored energy tends to tighten the combined strands. Chuck points out that this typically doesn't work with synthetics because the threads are too slippery and tend to stretch. So he uses natural fibers like cotton or linen. Cotton covered polyester also works due to the cotton covering.

The first step in the process is attaching the thread to separate pins on the head stock. While the rope you're

creating could be three or four stranded, Chuck did his demonstration using three strands. It is important that each strand be the same length and maintain the same tension or the rope will not lay up well.

Using a hand drill, Chuck rotates the thread so that the individual threads twist together. The direction that you twist the strands is determined by how the raw material is twisted. Basically, you are making the twist tighter. As the strands are twisted, they shorten. This causes the tail stock to slide across the table, hence, the name "rope walk." To determine how much twisting is enough, Chuck marks on his work surface how much the tail stock needs to slide. Again, this is a trial and error process based on the size strand that you start with.

After twisting the individual strands, he goes to the tail stock and spins the strands together in the opposite direction. The stored energy in the twisted strands causes them to come together very tightly. Chuck showed how the rope first tends to move the tailstock farther from the head stock, but then moves it closer together. This happens on a full-size rope walk but is not accommodated by most commercially available model rope walks.

Once the line is twisted together, Chuck uses his fingers to stretch it. This hardens the line and evens the tension such that the finished line does not unravel as happens with some commercially available laid up model rope. When the line is cut loose, it spins vigorously. This is the result of the stored energy

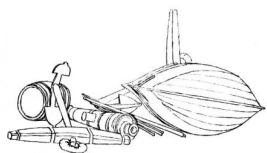
equalizing. Once the spinning stops, the rope lay is very tight and doesn't unravel.

Finally, for light color line, he applies bees wax to knock down the fuzz. Since on the darker color line the wax would show, he very carefully passes the darker line through a candle flame. The reason he uses wax on the lighter colored line is that burned fuzz discolours the rope.

In response to a question, Chuck said that he doesn't use a traveling cone, as is done with a full-sized rope walk; it is unnecessary for the rope he produces. The cone is used in full size practice to harden the lay. Chuck does his hardening by stretching the line with his fingers as described above. The results speak for themselves.



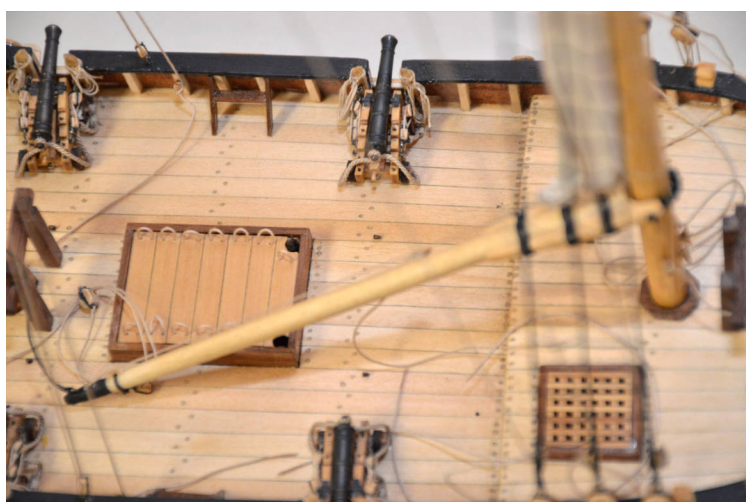
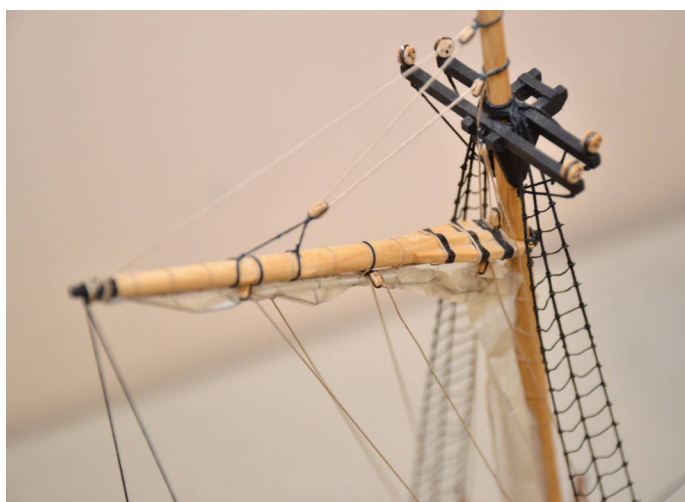
SHOW AND TELL



Colonial Sloop *Independence*

— Ken Whitehead

Ken's *Independence* was a Colonial sloop. We have seen it several times and recall that Ken rescaled the model from the kit dimensions. The stern provided with the kit is one piece diecast. Diecast pieces are not the greatest, and Ken's was in the wrong scale. He photo-copied the piece adjusted to the scale he is using. He then cemented the copy to the piece of wood he intended to carve. Next step was mounting the piece onto a wood backing to provide some support. Using a jeweler's scroll saw to cut out the basic shape, he then carved the rough piece to final form. Each individual part of the carving was subsequently separated using methods that Chuck had demonstrated, and the final piece was then reassembled. The result is excellent. Ken has begun his first furled sail using silk span as demonstrated by Tom Ruggiero and others. He has added additional silk span to the furled sail to make the bloused sail look more natural. The finished sail looks very realistic. Well done, Ken.



SHOW AND TELL



Newsboy

— Kurt Johnson

Kurt brought in his in-progress model of *Newsboy*, an original yellow box kit from Model Shipways in Bogota, New Jersey. The *Newsboy* was built in 1854 and was a brigantine. The model is in 1:96 scale. Kurt has finished cleanup of the rough carved solid hull leaving it well formed, smooth and uniform with no dents or waviness. Well done, Kurt.



HMS Victory

— Mason Logie



Mason arrived with a very small scale Lindberg kit (1:450) of the British Ship of the Line HMS *Victory*. The kit is plastic and is considered a miniature as sailing ship go. He has painted the hull and deck and will be moving on to the masts. And Tom has been told that he's crazy to work at 1:96 scale!



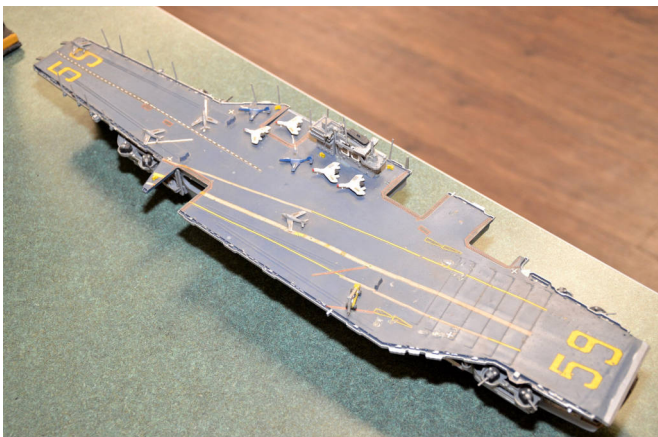
SHOW AND TELL



Constitution 24-pounder and USS *Forrestal* 5" mount

— John Marinovich

John's vintage cannon is a scratch-built model of a 24-pounder used on USS *Constitution*, shown with a segment of the ship's side and deck. This was John's first attempt at metal turning using his father's lathe. The cannon barrel is aluminum bronze. According to Tom R., aluminum bronze is quite pricey and of industrial quality. The model is 1:12 scale using plans from the US Navy and information from books that John obtained from Al Geigel's library. By way of comparison, John brought in a USS *Forrestal* (CVA-59) model built from a Revell kit. He brought it to show the 5" 54 caliber mounts on the ship that had a range of 28,000 yards. In contrast, the 24-pounder with a 6" diameter cannon ball had significantly less range (about 1,200 yards). Quite a difference for a similar diameter projectile. The cannon looks great, John.





from the Editor's Desk

Earlier this month, I received the following email from member Nick Starace:

Dear Family & Friends,

With the 75th Anniversary of D-Day almost upon us I thought it appropriate to share with you the following.

I'm delighted to say that during the VA Volunteer Recognition Luncheon May 30, 2019, I was honored to receive a Presidential Lifetime Achievement Award for 5000 hours of voluntary service spanning 15 years at the VA NJ Health Care System hospital in East Orange, NJ.

Outside of the family it is still the most important thing I do with my life. The gratification is immeasurable. I believe life's greatest gift is to give. What then could be nobler than to give our veterans who sacrificed so much for us, our fullest support? I do not think there is a better example of their sacrifices than shown during the Normandy invasion.

I am a proud veteran whose family boasts 13 veterans (3 in the Marine Corps) who answered the call, 9 of whom served in wartime, and one who never came back. That contribution helped fulfill our destiny in America. In fulfilling that destiny, we labored in its shipyards, learned in its classrooms, toiled in its shops, prayed in its churches, sailed under its flag, and fought and died in its wars. For that, I, Nick Starace, owe it everything.

Nick's email gave me pause to reflect on three important dates we remember this time of the year: May 30, June 6 and June 15. For 102 years (until 1970), May 30 was the traditional Memorial Day in the US. It's always been a time for remembering and honoring those men and women in our military who perished while serving their country, and by extension, you and me. June 6 this

year marks the 75th anniversary of D-Day, the day Allied forces landed on the shores of Normandy, ultimately sealing the fate of Hitler's Fortress Europe. On June 15, 1944, (another 75th anniversary this year), American forces landed on the shores of Saipan in the Mariana Islands, effectively sealing the fate of the Greater East Asia Co-Prosperity Sphere. It was from the island of Tinian in the Marianas that the B-29s *Enola Gay* and *Bocks Car* delivered the Hiroshima and Nagasaki bombs that ended the war in the Pacific. Sitting in the quiet of my home office reflecting on these events this year was a humbling experience.

The military has played a significant role in the history of the Maggipinto's and our extended family. I served aboard a fleet tanker in the Atlantic and as a fuel inspector in Saudi Arabia from 1967-1970. Uncle Bill served in the Army under Black Jack Pershing in 1918. My Dad was a naval officer who conducted anti-submarine patrols in the Atlantic and delivered provisions to the Marines in Saipan. Uncle Pat, a Navy frogman, blasted channels in underwater coral beds for landing craft in the Marianas. Brother "Vam" was a sonarman who played cat-and-mouse with Soviet subs in the early '60s. Cousin Marty manned a Nike Ajax battery on Long Island. Cousin Tony served in the Air Force. Cousin John was (always will be!) a Marine. Nephew Marshall served aboard a destroyer in the Persian Gulf during Operation Iraqi Freedom. Son Michael is currently a Chief Warrant Officer 3 in the Army. He served two tours in Iraq and one in Afghanistan. On my wife Jean's side, father-in-law Bob was a destroyer man who took part in the invasions of Sicily and Italy. In 1943, by pure chance, he ran into his brother Chuck, also a Navy man, in an Italian port. Jean's uncle Ted flew B-52s for the Strategic Air Command during the Cold War. Her uncles Dick and Greg served, respectively, with the Army and the "Gator Navy." As I think about it, one thing strikes me about all these men. They all exhibited, or continue to exhibit, four common characteristics: competence, self-assurance, concern for others and a quiet strength. The military played a significant role in all their lives.

From stories I have heard and logos I have read on baseball caps, SMSNJ has a disproportionately large number of veterans representing all branches of the service. Perhaps most senior of these is member Ken Schuetz who fought in the Ardennes during the Battle of the Bulge. I salute you all and offer heartfelt thanks for your service and sacrifices.



An American Icon

When it comes to powerboating, Chris-Craft has to be the most widely recognized name in the industry. Chris-Craft Boats was founded by Christopher Columbus Smith in the latter part of the 19th century.

Chris Smith created his first wooden boat in 1874 at the age of 13. Some years later, he built a duck hunting boat. His friends were so impressed with the way he fabricated his craft that they asked him to build duplicates for them. This was technically the start of the boat company. Smith soon found that he couldn't keep up with orders on a part time basis, so he and his brother Hank joined ranks to begin producing the boats full-time. In 1910, the brothers joined with other partners to form the Smith Ryan Boat Company. The firm's name was changed in 1922 to Chris Smith & Sons Boat Company, then to Chris-Craft in 1924. The Detroit-area company became well known for its sleek racing boats in the 1910s and 1920s. Chris-Craft sold high-end powerboats to wealthy patrons such as Henry Ford and William Randolph Hearst.

In the late 1920s, Chris-Craft extended its market to the middle class when the company became one of the first mass producers of civilian pleasure boats. The adoption of assembly line production at the company plant in Algonac, Michigan dramatically lowered production costs; most other powerboats of the period were hand built. Chris-Craft boats were powered by both Ford and Chrysler engines, though later models used power plants supplied by the Hercules Engine Company.

In 1927, the company introduced the Cadet, an affordable 22' runabout. At the time, the domain of speedboats was largely confined to the wealthy. Chris-Craft's innovative advertising promised a piece of "the good life" to the growing American middle class. The

company sold its boats on the installment plan, making them among the first powerboats available to the general population. As The Great Depression robbed many Americans of discretionary income, Chris-Craft sales suffered. This forced the company to introduce a line of low-priced powerboats to stay solvent. By 1935, a 15.5' utility boat sold for as little as \$406.

With the United States entering the Second World War in 1941, Chris-Craft shifted its focus to producing military goods, including patrol boats, rescue vessels, and utility launches for the United States Army and Navy. By the end of hostilities in 1945, the company had constructed in excess of 12,000 small boats for the United States military.

After the war, Chris-Craft introduced a new lineup of civilian pleasure boats in time for the massive consumer expansion of the 1950s, a decade that marked the height of the company's prestige. It was at this juncture that the Chris-Craft name became virtually synonymous with pleasure boating. The company sold high-end boats, typically made of mahogany and considered among the best available, to such customers as Dean Martin, Katharine Hepburn, Frank Sinatra and Elvis Presley. These boats were easy to operate and maintain, which was a significant requirement for their "weekend sailor" owners. At one point the company offered more than 150 different models and was the sales leader in many categories of small civilian powerboats.

In 1964, Chris-Craft launched the all-fiberglass Commander. This dramatic new design was unveiled at the New York City National Boat show, perched at the top of an escalator on a giant, castered cradle. The first

Commander was a 38' express hardtop with a 13' beam. The line of Commanders soon grew to include sizes ranging from 19' to 60' — all "styled in fiberglass." Between the 1960s and 1980s, Chris-Craft increasingly moved toward fiberglass as a construction material of choice, primarily because of its durability and low maintenance requirements. Chris-Craft ended production of its last mahogany-hulled boat, the Constellation, in 1971.

In the face of declining sales due to the recession of the late 1970s and early 1980s, Chris-Craft Industries sold its boat division to a small group of investors. Since then the company has passed through several different hands. It is currently owned by Winnebago Industries, the RV manufacturer.



Tony Alworth's model of a Chris-Craft Runabout

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.

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:

Larry Friedlander
112 Holiday Lane, River Vale, NJ 07675
(201) 666-6984
E-mail: twomai@gmail.com

TREASURER:

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

WEBSITE CONTACT:

Chuck Passaro
E-mail: cpassaro123@gmail.com