



Volume 37, Number 5

Newsletter of the Ship Model Society of New Jersey

May 2019

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Our next club meeting is
May 28th at 6:45PM

ROSELAND PUBLIC
LIBRARY

APRIL NOTES...

Meeting. The April meeting was opened at 1855 by President Chuck. In attendance were 20 members, including Ryland Craze who joined us all the way from Virginia. We also had one guest, John Shanahan. John came to our April 13th exhibit and show at the Roseland Library, and having spent some time with several members there, decided to return. He is an avid model builder with *two* shops at home. He is also a miniature figures painter, something at which Larry Friedlander excels. Due to a scheduling conflict, our normal meeting room was occupied so we met in the Library itself. Although somewhat tight in terms of space, the meeting went well. It adjourned at 2045 whereupon several members went to the Cloverleaf Tavern. [Meeting photos.](#)

Treasurer's Report. Tom Ruggiero presented a summary and reported that we have a good balance in the Club account. We expect the account will grow a bit from the sale of items from Al Geigel's library that were generously donated to the club by Honorary Member Grace Geigel.

Next Month's Meeting. Our next meeting is scheduled for Tuesday, May 28th.

Saturday Workshop. The next Workshop will be at 10:00 on Saturday, May 25th, at Tom Ruggiero's place. Please let Tom know if you will be attending.

Upcoming Tech Sessions. The Tech Session for May will be *Rope Making* presented by Chuck Passaro. The June Tech Session will be *Making Scrapers for Fabricating Moldings*. We are looking for a volunteer to do that session.

Northeast Joint Clubs Conference. The Joint Clubs meeting took place on April 27th in New London, CT. The Connecticut Marine Model Society hosted the event and put on an excellent day. Thank You! SMSNJ was well represented with seventeen members and guests. John Marinovich conducted a popular Round Table that addressed making ship's boats using the plans and techniques of Underhill. Member Jeff Fuglestad won this year's Jim Roberts Award for his model of SS *Pendleton*. Congratulations, Jeff! See below for photos of the event.



OLD BUSINESS



Pennsville Farm Show. As we have done for several years, SMSNJ will be exhibiting at the Pennsville Farm Show along with the Philadelphia Club on Saturday, June 1st. When contacted by the show organizers, Tom Ruggiero again agreed to participate and Bill Brown has said that he will be there as well. This is a fun day. The weather is usually great and the event takes place right next to the Delaware River. We encourage others to attend.



NEW BUSINESS



Officer Elections. Elections for Club Officers will take place at the June meeting, with the positions of Secretary and President open. Chuck is eligible to run again but has decided not to. So nominations are being accepted for President, with names to be announced at the May meeting.

When Al Geigel passed, the positions of Secretary and Treasurer were combined. The thought was that since the functions of each are so closely linked, it is more efficient to have one person perform both. A motion was made to continue this arrangement, with Tom Ruggiero acting as Secretary/Treasurer. The motion was unanimously passed.

For those who might be interested in the President's position, take a few moments to review the duties involved in our [Constitution](#) (see Article VII, Page 5).

Self-nominations and those for others may be made by emailing the Secretary (Tom) or by attending the May meeting on 5/28.

Be advised that we are "traditional" in our voting process. Sorry, guys – no voting machines, only paper. Maybe next time we'll try texting.

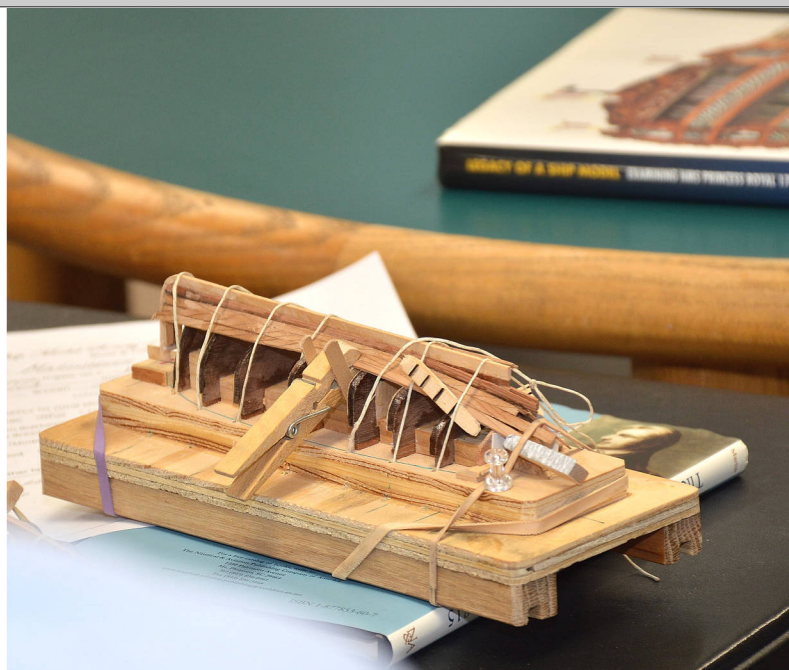
TECH SESSION

Glues and Clamps

Last meeting Larry asked members to bring in a favorite glue or adhesive as well as a clamp they have found particularly useful.

Bill Brown arrived with two adhesives: Cyanoacrylic, also known as Cyano or CA (with trade names like "Super Glue") and Polyvinyl Acrylate (PVA). Cyano glues items instantly (including fingers!). PVA takes up to 30 minutes to dry completely but will generally set in about 5 minutes. Bill Houston noted that he uses Titebond, a PVA, for his framing business. He reports that it can generally be handled in 15 minutes, although he does pin the joints.

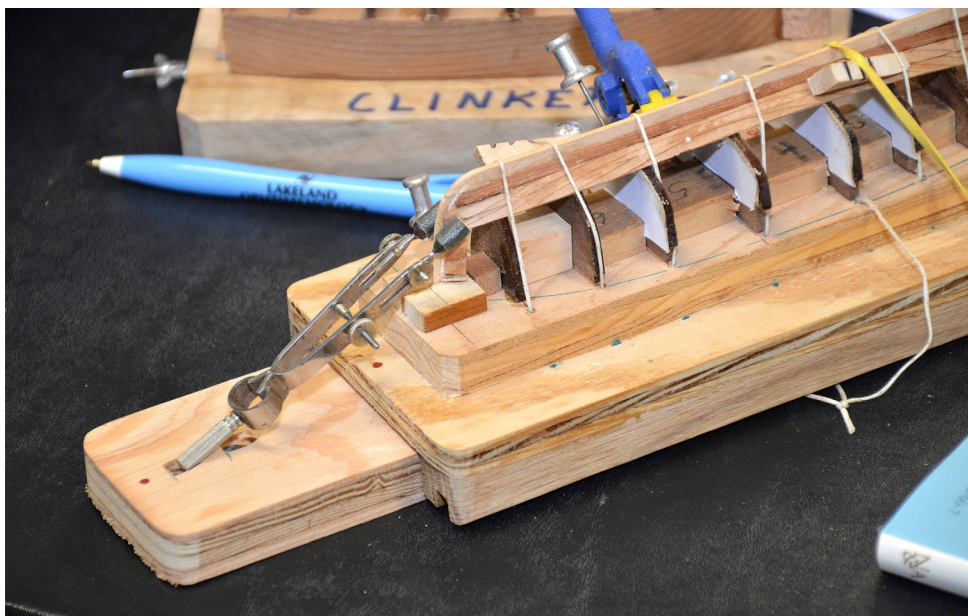
—Tech Session continued on next page



Bill Brown's favorite clamp was recommended to him by Mike Rogers. It has a long throat so that it can get into relatively tight places. It is available on the Internet. Larry asked if anyone had used heat to get PVA to set more quickly. No one had tried that, but Jeff pointed out that heat will soften PVA. According to Tom, Phil Roach, an NRG Director, told him that a chemist in his local club said PVA will not stick to itself. So, if you have a PVA joint that becomes disassembled, you need to remove all of the hardened PVA if you want to re-glue the joint with this adhesive. Chuck stated that a big advantage of Titebond, and other PVAs, is that any excess that squeezes out of a joint can easily be removed before it dries with a small brush and a little water. Another type of PVA is Weld-Bond, an adhesive that Larry says will also glue wood to metal and other materials. There are many different types of Titebond. John Marinovich uses Titebond III because once dry, it is waterproof.

Tom uses Elmer's White Glue to set rigging knots. He does this working on glass, simply putting a small quantity of glue on the glass and using a brush to mix in some water, like artists do with a palette. He then brushes it on the knot. Tom also uses matte medium, but has found that it adds a bit of a white haze to dark rigging. Larry uses a bottle cap to dilute or mix glue.

If you find that CA has oozed out of a joint, a coat of clear matte will usually hide the blemish. To apply CA, members use toothpicks, needle points, even a needle eye turned into a fork by removing the end. There are also items available called "Loopers" that work very well. Larry said that companies are now making super glues that are flexible after drying. This should help a bit with shear strength, but do your own testing. Tom noted that Cyano typically does not have very good shear strength.



John Marinovich has used various epoxies (JB Weld, e.g.) to create very strong joints. He reports that metal filled with epoxy can be machined. As with all epoxies, you need to mix two parts together.

Bill Houston brought in a professional wood glue called 2P-10. It is a type of gel adhesive that sets in 10 seconds and cures in 30 seconds. It has a shelf life of 2 years, and



a 4000 psi shear strength. The glue should be refrigerated for long life. According to Bill, 2P-10 is viscous (like Vaseline) and does an excellent job. He has used it to seal furniture cracks, repairs he was then able to sand smooth. Bill gets his 2P-10 at www.fastcap.com, a site that has a multitude of products that you might find useful. The company's email is info@fastcap.com.

Roy mentioned that there is a website called "This to That" (www.thisisthat.com) which provides recommendations about the best adhesive to use for adhering same or different materials to one another. Roy also talked about using contact cement for fastening copper plates to wood. When he does this, he roughens the plate and then applies it to the wood. There's not much working time available with this type of adhesive, but once adhered, the plate is there to stay. Note that contact cement is flammable and needs to be used in a well-ventilated place.

Tom brought in clamping tweezers (reverse acting tweezers), pearl tweezers, and doll house clothespins that

—Continued on next page

can be brought to a point. The tweezers he uses for stropping blocks. The doll house clothespins work well holding rigging lines together while you are seizing them. Another use is weighting footropes or other rigging that you want to hang more naturally. They are just the right weight to get the line to droop, but not overload masts or spars. The doll house clothespins can be found in stores such as AC Moore, Michael's, etc. The tweezers are available at various train shows. A good source for these tools is B&B Hobby Supplies, hobbytools.com, 412-580-4570. There are hundreds of different types and all are very reasonable.

John Marinovich uses an old draftsman's compass for non-slip clamps (see photo on previous page).

Probably the cheapest and most versatile home-made clamp was demonstrated by Larry. Basically, you remove the ears from one binder clip, and insert the removed ear into the back of the jaws in another clip. The ear now becomes a stop to use to hold a plank against a frame. Tom thought that this is a great idea.

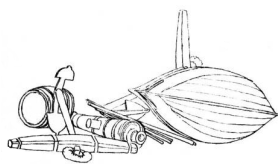
Another idea for planking clamps was offered by Roy. He modifies a doll house clothespin by drilling a hole in it and inserting a bit of piano wire. The clothespin grabs the frame while the wire holds the plank.

An example of clamps that are not particularly useful was discussed by Tom. These are sets of white metal clamps with tiny thumb screws. Tom notes that these are pretty much impossible to thread into the plywood bulkheads that you typically get with kits. John Marinovich described a method employing string that Harold Underhill used for holding planks in place. This involves wrapping the string over the hull and holding it with push pins. Planks are then cinched down by wedging them under the string.

Finally, Larry demonstrated a magnetic tray that you can use to store loose tools.

A final word: Once opened, glues like Cyano become useless over time. To prevent this, buy only as much adhesive as you are going to use short term and refrigerate it. If its setting time increases, toss what's left.

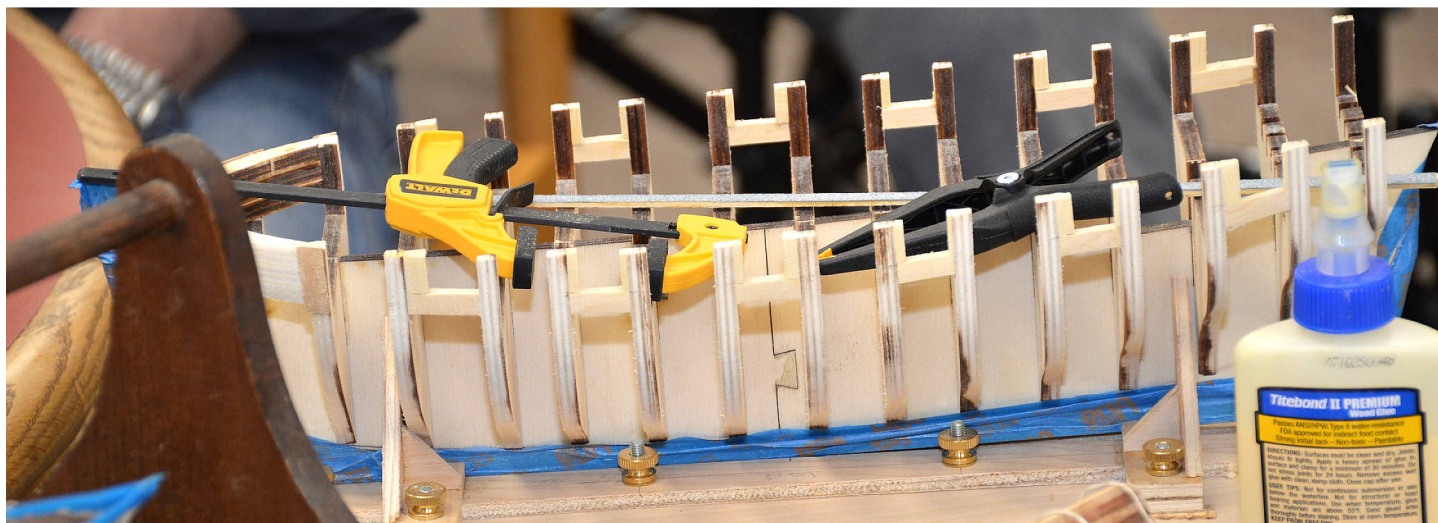
SHOW AND TELL



HMS *Cheerful* 1806

— Bill Brown

Bill brought in his HMS *Cheerful* in 1:48 scale that he worked on at the last Saturday Workshop. He is using the build set supplied by Chuck's Syren Ship Model Company. Bill is currently truing up and beveling the bulkheads for planking. This is his first plank on bulkhead model. Having the kit designer (Chuck) and a member who has already completed a beautiful and clean model of *Cheerful* (Mike Rogers) as resources is one of the advantages of membership in our club. Bill is really enjoying the project. Great work, Bill.



SHOW AND TELL



Pond Boat

— Jeff Fuglestad

Jeff's "Pond Boat" is the restoration of a model likely made during the 1930's. It may have been scratch built, possibly reflecting an America's Cup design of the period. This conclusion is based upon its shape; pond models usually mirrored popular ships of the time. While the model appears to have been restored several times, indicated by the differently colored layers of paint, the shape and rigging do not appear to have changed. The only apparent addition, in the most recent restoration, appears to be the layer of fiberglass and resin applied to the hull and deck.

The original construction consisted of 1/2" x 1/8" oak ribs and similar slightly contoured deck beams supporting a 1/8" thick two-part mahogany deck (split down the middle). The planking is 1/2" by 1/8" pine attached with (0) sized 1/2" brass screws. Similar sized and larger brass screws were used throughout as needed; there are literally hundreds of them.



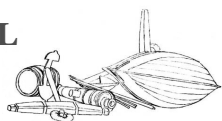
To repair deck cracks caused by the wood's drying over time a 1/32" piece of "Midwest" plywood was glued to the deck's bottom. This plywood thickness allowed for bending to follow the deck's contour. Canvas, which was varnished, was applied to the underside of the deck during original construction to prevent cracking and leakage. Both the plywood and hull's interior were also varnished to prevent swelling and deterioration due to moisture. Titebond waterproof glue was used to replace some rotted deck wood at the bow and elsewhere.

The whole model without keel weighs approximately 25 lbs. It has a removable fin keel with a 27 lb. torpedo shaped lead attachment at its base. Jeff's restoration will include re-fiberglassing to prevent leakage during anticipated voyages. The schooner/gaff rigging stands approximately 8' tall.

This is a very impressive model, Jeff.



SHOW AND TELL

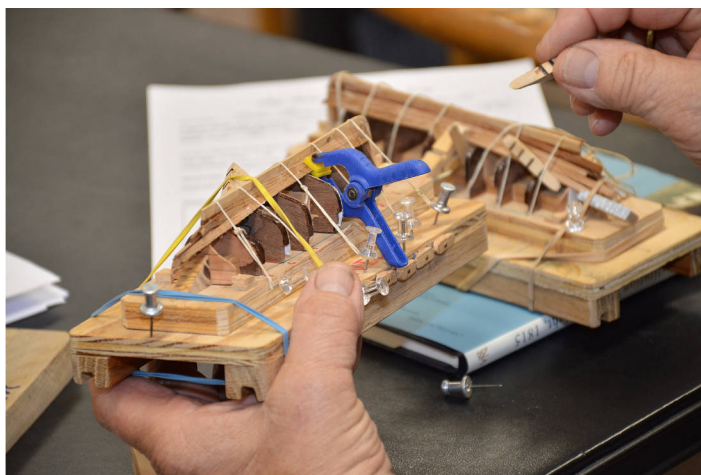
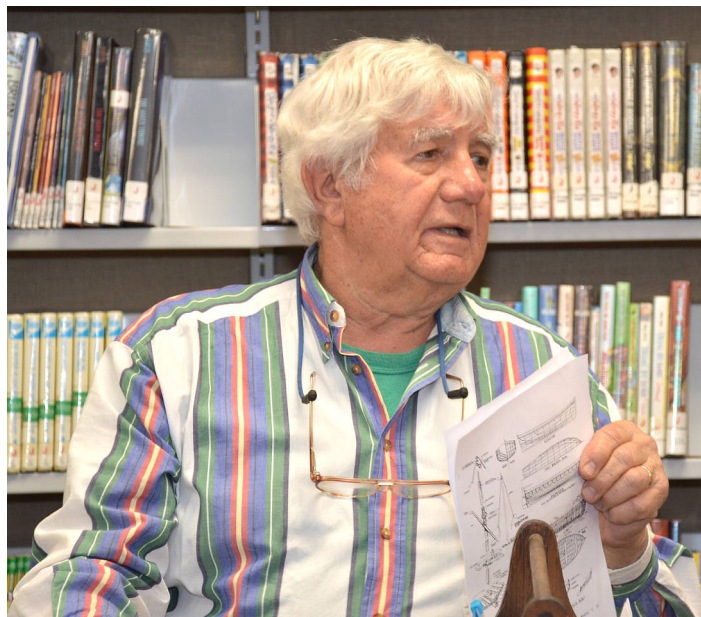


Yacht *America* Boats

— John Marinovich

John brought in the boats that will be installed on his model of the *America*. The boats, planked in red cedar, are of carvel construction using Underhill's plans and procedures. John's research included contacting Erik Ronnberg, who built a model of the *America* for the New York Yacht Club. Ronnberg didn't put boats on his *America* as he constructed it in racing configuration.

John demonstrated his process at the 2019 Northeast Joint Clubs Conference.



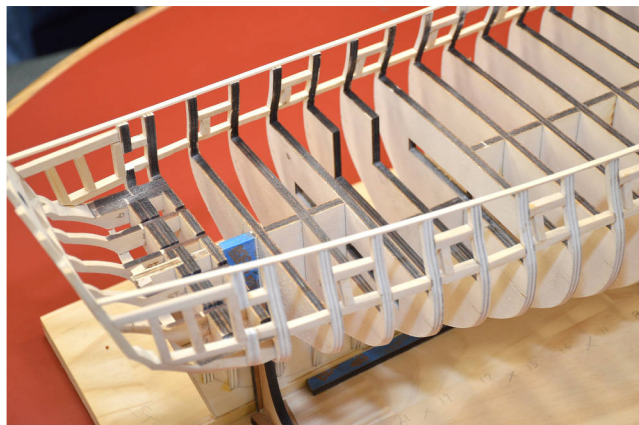
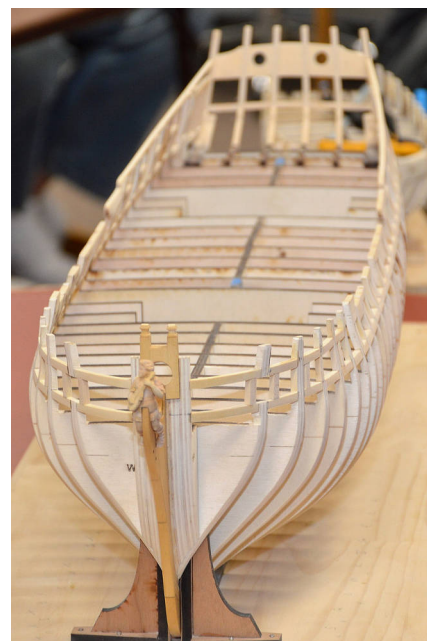
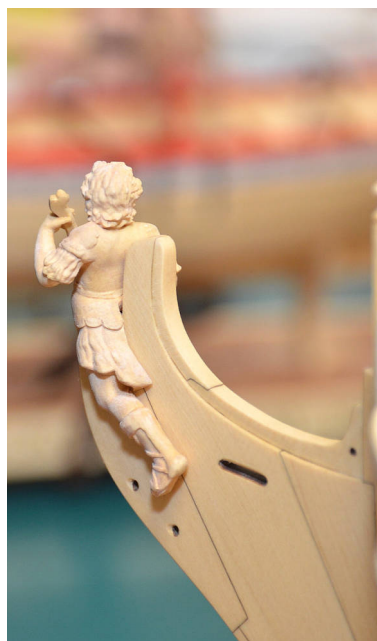
SHOW AND TELL



HMS Winchelsea

— Chuck Passaro

Winchelsea was an English 32-Gun frigate. After finishing a complete hull in 1:64 scale, Chuck has moved on to a truly amazing 1:48 version. This model is the prototype for the next offering from Syren Ship Models; Mike Rogers is also building it. The model is being constructed as she appeared in 1777, one of the *Niger* or *Alarm* Class of 6th rates. The vessel was designed by Sir Thomas Slade and was one of eleven in the class. The ship had a complement of 220 officers and crew and had a long and distinguished career. She was eventually broken up in 1814. In keeping with his usual practice, Chuck will be offering various fittings and small kits to go along with the hull. He brought in the prototype for the figurehead and stern carvings, done with CNC milling from his artwork. Very impressive.



SHOW AND TELL



Medway longboat

— Rich Verost

Rich has completely planked the hull and has installed the cap rail. Work is proceeding methodically but slowly as Spring is a particularly busy time for him with work and umpiring duties.



Medway longboat

— Ken Whitehead

Ken has completed the hull but hasn't decided if he will rig his longboat. He complimented Chuck's well written instructions. Ken reported that some of the nails just missed the frame and admits that drilling for the nails while the model was still on the building board would have prevented that from happening. Through investigation, he found that there is both an acrylic and oil-based wipe-on poly. He found the oil based product to be superior, as it applies more uniformly.

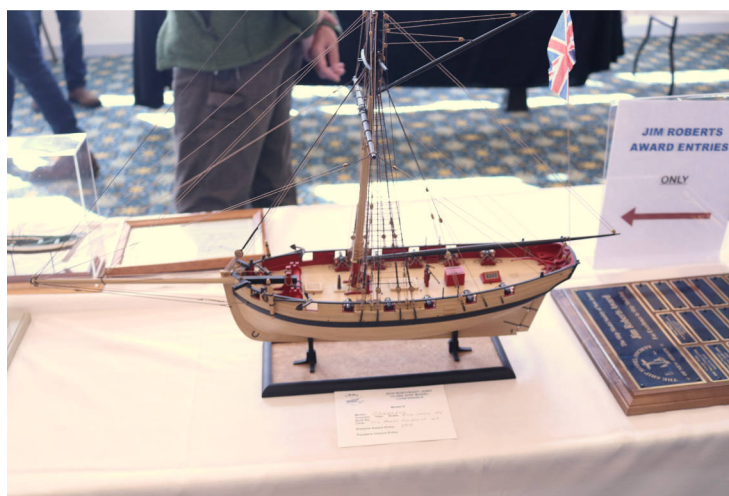
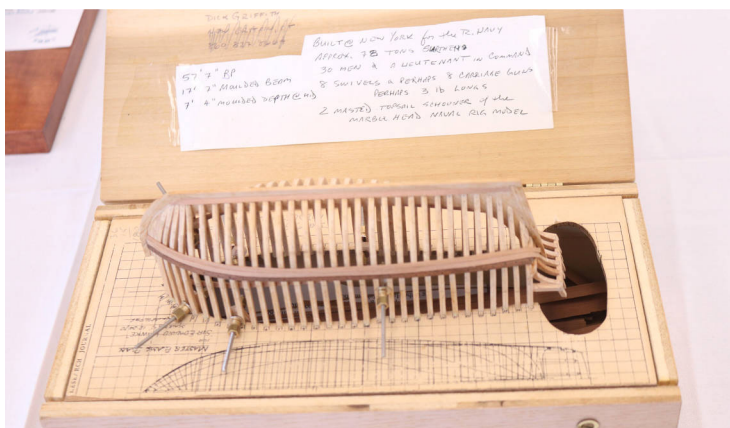
Medway longboat

— Ryland Craze

Ryland has gotten three strakes attached to each side. He is drilling for nails as he goes. In this way, he is ensuring that he gets the simulated nail into the frame.



Northeast Joint Clubs Conference, April 27, 2019





BOOKS AND PUBS



LEGACY OF A SHIP MODEL: EXAMINING HMS PRINCESS ROYAL 1773

— Rob Napier

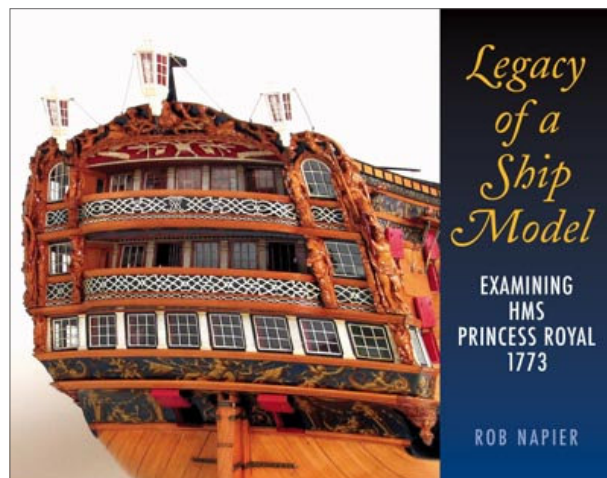
This book is a detailed account of a major project undertaken to restore a nearly 250-year old model housed in the Rogers Collection at the US Naval Academy.

Princess Royal was named for the eldest daughter of England's King George III and Queen Charlotte. Completed in 1773, the 98-gun second rate ship of the line had a not-so-stellar career, taking part in the Naval Battle of Genoa and the Naval Battle of Hyères Islands under Captain John Child Purvis. The vessel was eventually broken up in 1807.

The author believes that the model of *Princess Royal* was created at the same time that the full scale version was built. Constructing dockyard models was a practice of the period that was used to provide builders a visual reference of what the finished product should look like. In keeping with this purpose, dockyard models contained incredible below deck detail.

The *Princess Royal* model was not constructed plank-on-frame, but rather plank-on-block using a hollowed out core. It was the outward warping of the core that prompted the extensive repair undertaken by Napier. The model was literally falling apart.

The book is broken down into chapters which cover the evolution of the project, procedures to diagnose the model's condition (including the use of x-rays and an endoscope), the



author's evaluation of necessary repair steps, planning, disassembly, repair and restoration. A novel procedure used during the process was the extensive use of photography to document the restoration. An overhead camera and fixed model positions were employed, and photos were taken every 5 minutes throughout the entire 1.5 year restoration effort. The resulting photos (around 18,000) were edited to create a 6.5 minute DVD that is included with the book.

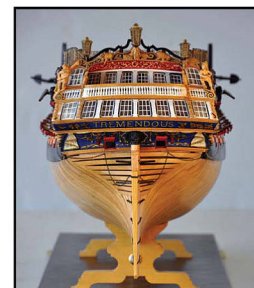
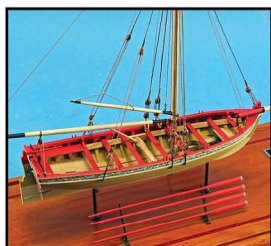
For those interested in vessels of this period, *Legacy of a Ship Model* is an interesting read, well laid out with extensive detailed photos. The volume is available from [Sea Watch](#). At \$58, it's a real bargain.

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

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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