



Volume 40, Number 6

## Newsletter of the Ship Model Society of New Jersey

June 2022

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Meeting Report: The meeting was opened at 7 PM by our President, Bill Brown. We had twenty members and two guests attending. Kurt Van Dahm, a Director of the NRG since 2003, attended again. A second guest is our presenter David Sharps.

The meeting adjourned at 2045.

### Upcoming Events & Tech Sessions

Tech Session for July; RI Maritime Museum Collection and the Endeavor.

Modelcon; Battleship USS New Jersey, August 6, 2022

### June is Dues Month

Another year have gone. Yearly dues are \$20. If you joined after November 1, 2022 you are covered for this year. Dues may be paid at the June meeting or mailed to the Treasurer. Make checks to "Ship Model Society of New Jersey".

### Workshops

We are pleased to announce that Saturday Workshops are Back!

It has been a very long time but Chuck Passaro is inviting us to participate in periodic Saturday Workshops.

The next Workshop will be Saturday July 16, 2022. Details will be provided by email.

### Next Tech Session & TECH SESSION

The next meeting is June 28, 7:00 PM (1900) at Roseland Library, Roseland, NJ. The meeting will be; a hybrid meeting. Invites for remote attendees will be emailed.

The Tech Session for June will be "Preservation of SS Mary A. Whalen, a Historic Oil Tanker"

## OLD BUSINESS



### Modelcon 2022

Many of use attended Modecon 2021 and it is a fun time for all. The Philadelphia Ship Model Society in partnership with the Battleship New Jersey Museum is hosting the Seeking Volunteers! Volunteers get a complimentary tour of the ship as well as a voucher for a lunch.

Josh notes that ther are two display areas; the Quarterdeck and the Wardroom. The Wardroom is air conditioned will the quarte deck is tented. Josh is reserving the Wardroom for tose who need to be in an air conditioned area. When you register you need to specify that preference.

Please Register Your Model at;  
[www.philadelphia shipmodelsociety.com/](http://www.philadelphia shipmodelsociety.com/)  
modelcon or email [modelship@yahoo.com](mailto:modelship@yahoo.com) if you haven't already so we can plan spacing and print out placards.

## NEW



### Club Events

Bill is asking for ideas for a clib event where the membership can get together while having an educational component. Some ideas is a trip to Kingston Hudson River Maritime Museum as well as to Hyde Park to view the Roosevelt Model Collection with a lunch or dinner at the Culinary Institute. The Naval Academy is another destination we are thinking about or a sail on the John W Brown out of Baltimore in September. If you have an idea, let Bill know.

## BOOKS AND PUBS



Eric Marshall following up from last months Tec Session on wood identification brought in "What Wood is That" compiled by H. L. Edlin. More than a book, it contains samples of wood as well as a brief primer on how to identify wood. In response to a question that Kevin Ken-ny had asked regarding how to age wood, he brought is a bottle of Potassium Permanganate (Dawn Scientific). It is mildly toxic. Mix it with water to make a deep violet wash to brush on wood that will give a range of colors depending on how long it is left on the wood.

## 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](http://www.thenrg.org) or call 585 968 8111



## Technical Session

**“Lehigh Valley Railroad Barge No. 79” presented by  
David Sharps**

Tonight’s Tech Session was presented by David Sharps, President of the Waterfront Museum & Showboat Barge. What lead David to the high seas was learning to juggle. He became a variety entertainer on Carnival Cruise Lines and Sunline Cruisers. After over one hundred cruises he decided that he wanted to do something different. That lead him to purchasing this barge for \$1 and shortly after putting it on the National Register. He had no prior experience with tools, but he proceeded to pump out the barge and refloating it. That took two years after which they began to refurbish the superstructure. The barge was pulled out of the water for two years as they repaired and replaced portions of the hull to put it back to its original condition.

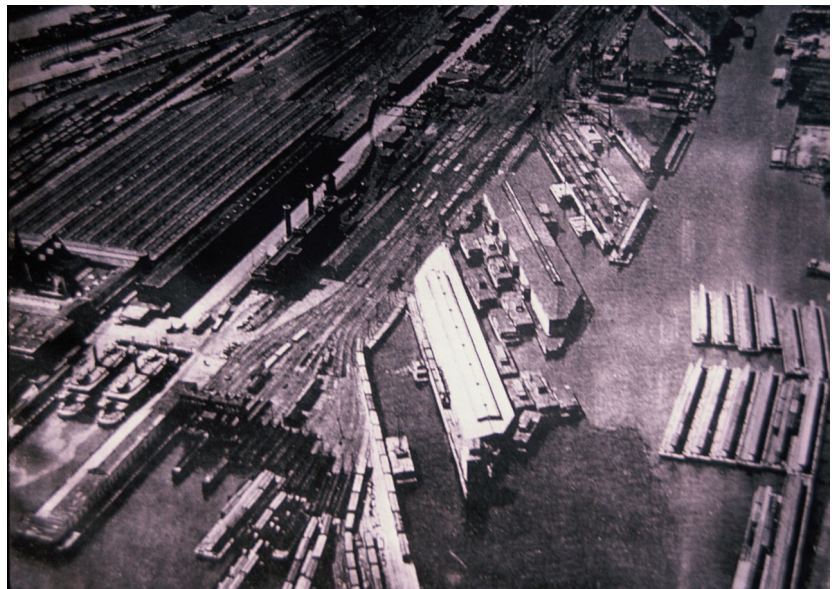
### The Lighterage Era

The Lehigh Valley No. 79, is a typical unaltered example of the wooden barge construction used from the 1860's to the early 1980's in the Hudson River and the Port of New York for the railroad lighterage system. Built in the Perth Amboy Dry Dock in 1914, the Lehigh Valley No. 79 appears to be the only remaining wooden example of this type surviving today in the New York Harbor, both largely unaltered and in sound condition.

Governor DeWitt Clinton's 19th century vision to link the Atlantic to the western states with a system of canals transformed New York City into a major world seaport. During the era of railroad lighterage in New York Harbor (1860-1984), New York was the largest seaport in the world. The importance of the railroad lighterage system to the successful operation of the Port during this period cannot be overemphasized. Thirteen railroads served the Port, representing an operating mileage of almost 40,000. All had terminal facilities on the shore of the harbor. And, almost all had terminal facilities on the Port's New Jersey shoreline. Because of the lack of railroad tunnels and bridges, goods to be consumed in New York City and cargo to be loaded upon vessels for shipment overseas, first had to be transported by water across the Hudson River. To perform this function various railroad companies maintained large fleets of barges and tugs to move them. Some of these railroad fleets numbered over five hundred vessels. (cont'd)



Barge No. 79 as David bought it in 1985 for \$1, Photo: Virginia Roltson-



Lehigh Valley Railroad Yard in the Morris Canal Big Basin located at the foot of Johnson Avenue in Jersey City, NJ. Barges next to diagonal piers,

**“Lehigh Valley Railroad Barge No. 79” (cont’d)**

**Technical Session**

Barges became commonly known as lighters as the lightened-up ships.

The total number of craft working in New York Harbor when lighterage was at its peak is difficult to estimate since vessels that worked only within designated limits of the harbor did not have to be documented by the federal government. However, the Bureau of the Census of the United States Department of Commerce in 1916 (two years after the Lehigh Valley No. 79 was built) provided the figure of 5,433 unrigged craft operating in New York Harbor. This figure represents over one-fourth of such vessels in the country. The last commercial use of a steel covered barge in the NY Harbor was the transfer of bagged coffee in Brooklyn to the Maxwell House Coffee Plant in Hoboken, NJ in 1984. This final trip marked the retirement of the covered barge. The shipping container in conjunction with highways, bridges, trucks and tunnels marked a new era. We remain today in this “Era of Containerization.” In 1985 less than a dozen covered railroad barges remained intact. The majority of these were renovated for boat club use, marina breakwaters, etc.



David performing with his Chinese Vases: Photo: Etienne

**Barge 79 Today**

The Lehigh Valley No. 79 is an excellent representative type of the Hudson River Railroad Covered Barge, and she survives in original condition. She is a rarity based not only upon her historical significance and social impact, but also upon her pristine state of preservation. Today, the Lehigh Valley No. 79 represents the only surviving all-wooden example of the Hudson River Railroad Barge from the Lighterage Age that remains afloat and accessible to the general public.

Barge 79 was at various places like South Street Seaport, Hoboken, and Liberty State Park, but they never had a commitment for a long term home port where the museum could continue their programs. In 1994, Greg O'Connell offered a spot in Red Hook, Brooklyn. The Museum has an extensive website at; [www.waterfrontmuseum.org](http://www.waterfrontmuseum.org) where you can keep up with their year long activities. We ask that you consider donating to the museum to keep this project afloat. David has an oral history at; <https://www.nypap.org/oral-history/david-sharps/> and here is a link to David's Serious Foolishness act in 1987; [https://](https://youtu.be/R76LU7i7m4s)

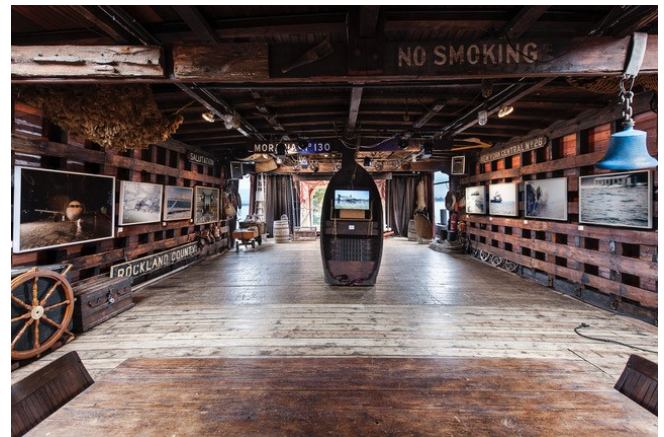
[youtu.be/R76LU7i7m4s](https://youtu.be/R76LU7i7m4s) and

2019 NYC People's Hall of Fame Winner - Waterfront Hero; <https://www.youtube.com/watch?v=ccA8dgruc74>

Thank you David for an excellent presentation of this worthy endeavor.



Photo Stephen Mallon





## Jacob Jones Exhibit Open

Jacob Jones commanded the USS Wasp in its victory over HMS Frolic in 1812. He grew up in Lewes Delaware in what is the oldest house still on its original foundation in the state. It is called the Ryves Holt House. A new exhibit, "Jacob Jones, Lewes' Own" opened on May 30, 2022 (Memorial Day). Tom Ruggiero's 1:64 scale model of USS Wasp is in the exhibit. He and his wife Clara were there for the opening.

Jacob Jones gave up a medical practice in 1799 to join the Navy as a Midshipman at the age far beyond that of the typical Midshipman. He served in the brig Argus, USS Constellation, USS Philadelphia, and was the sixteenth commanding officer of USS Constitution.



## A Day at The Farm 2022

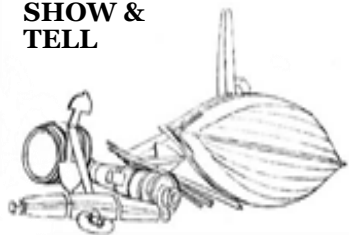
After a three year pause due to Covid, "A Day at the Farm" was held at the Pennsville Historical Society Farmhouse in Pennsville New Jersey. Members of the SMSNJ were joined by twelve members of the Philadelphia Ship Model Society. The weather was excellent and we had a great late lunch/early dinner in West Deptford, NJ across the Delaware River from Philadelphia.

We hope that you can participate next June.



Eric Marshall, Mike Ellison, Josh Fichman, Tom Ruggiero, and Josh's daughter Olivia

## SHOW & TELL



### RMS Titanic

### British Ocean Liner 1912

### Scale 1:350, Minicraft Kit

- Tom Ruggiero

A friend of mine took a photo of a model of Titanic build from Legos. He said that he wanted one. I asked if he wanted me to build him a Lego Titanic and he said that he wanted me to build one like my other models. It is interesting that people

fixate on a ship that lived a grand total of a month, but there is a tremendous amount of information and the information has been updated several times based on new information, not the least of which was updated based on the wreck. The Minicraft kit was originally produced by Estes. It was subsequently produced by Academy, before being redone as a Minicraft kit. The version that I am using was updated in the late 90's. The earlier versions of the kit used many of the plans and photographs of the Olympic. Although Olympic and Titanic are sisters, they are not identical. The new versions picked up many of the differences between the two. There are two excellent websites. One is [rivet-counter.com](http://rivet-counter.com) the other is [titanicmodel.net](http://titanicmodel.net)

Both of these sites include a list of changes made to the Minicraft kit. There are also links to plans and such. For example, you can download a drawing that shows all of the portholes and windows and, a link to download full deck plans for the princely sum of \$7.

There are photoetch sprues available from both Gold Medal model and Tom's Model Works.

There are also printed wood decks, although they are quite expensive. The NRG is conducting virtual work shops. One was on Air Brushing. I used his guidance for painting the hull. I will say that masking the hull was a challenge due to the rivets and in and out plating. I'm having fun with this kit and I'm getting pretty good with an air brush. More to come.





## SHOW & TELL



### Apostol Felipe, Spanish Galleon

OcCre Kit #OC1400

Scale 1:60, (31" L, 27" H)

Felipe Trucco

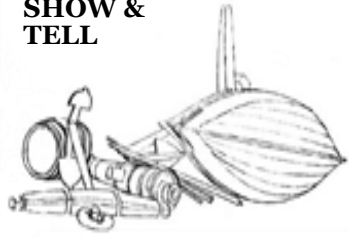
Felipe started this model on March 14, 2022.

As of May 25th, he has completed the double-planking one side and about ½ way through on the other. Sanding and patching along the way. Very good looking work Felipe.



# *The Broadaxe*

## SHOW & TELL



### Coasting Schooner

circa 1825-1850

### Pond Model

Mark Peckham

Mark built this pond model. The model is inspired by a nineteenth century one in FDR's collection. It seems to represent a small coasting schooner circa 1825-1850. He suspects that the original model was old when FDR acquired it. He began this model with a sandwich of lifts and a chain saw last summer. It's about 32 inches in length overall and sails pretty well. .A chain saw Mark?





# *The Broadaxe*

SHOW &  
TELL

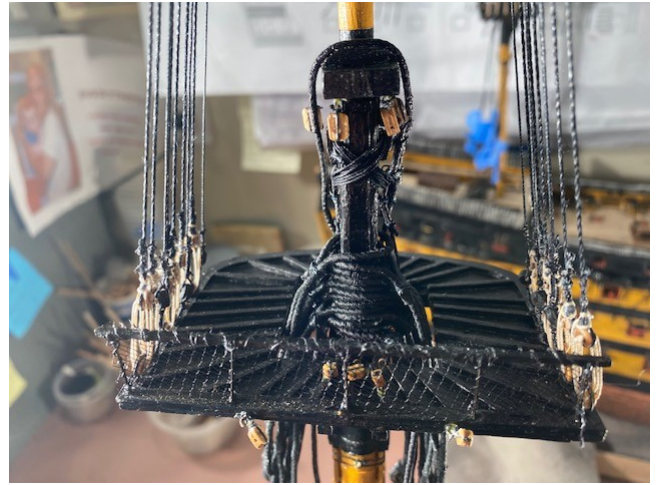


HMS Victory, English 1st Rate,  
Scale 1:72, Modified Caldercraft Kit

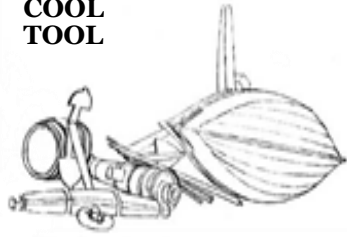
(54 x 21 x 37 inches)

- Mort Stoll

Mort served fore mast  
shrouds, installed the, slings,  
burton pendants, and jeers of  
the fore mast and rat lines of  
fore top gallant shrouds.  
Looking very good Mort.



COOL  
TOOL



## THE NRG'S THIN STRIP SAW JIG

- Kurt VanDahm

The Nautical Research Guild (NRG) has been doing a series of virtual workshops that are available to NRG members. Kurt presented a workshop on table saw safety. At that workshop Kurt demonstrated a jig that is used to make wood strips.

The jig is designed to make cutting identical strips from a sheet of wood. Measure once and cut as many as needed without resetting the jig. Cutting the strips to the outside of the blade eliminates the risk of the strip being trapped between the blade and the fence and shot back at the saw operator. The jig saves time when making repeated cuts such as for deck planking and cutting your own strip wood from sheets. Once set the accuracy of the Thin Strip Jig cannot be equaled.



The jig is available on Model Ship World or at;

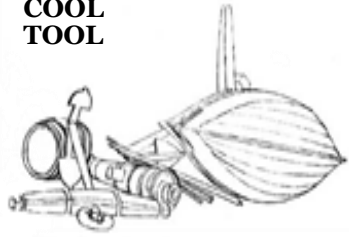
<https://thenrgstore.org/collections/guild-products/products/thin-strip-saw-jig>

LIST PRICE IS ONLY \$15.00 (US) for non-members.

Members get 20% off with the discount code after logging in to the NRG site.



## COOL TOOL



## Mill Fixtures

### - Kevin Kenny

Kevin came up to New York to see his daughter and as he does on trips up from Trinidad he purchased some tooling. He purchased 1-2-3 blocks as well as a set of Vee blocks.

#### 123 blocks

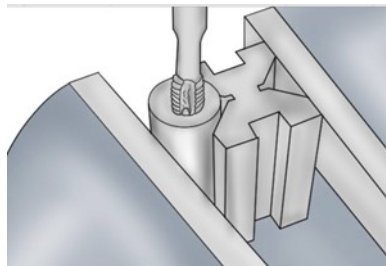
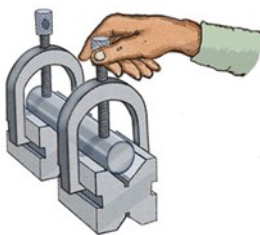
These blocks are simple made to exact dimensions of 1" x 2" x 3". They are identical blocks and can be used in jigs or when we want parallel supports. They are very useful when trying to set saw blades etc. Here are some photos that show their use.



#### V blocks

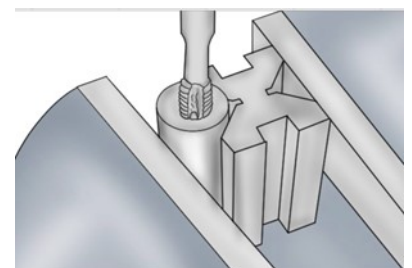
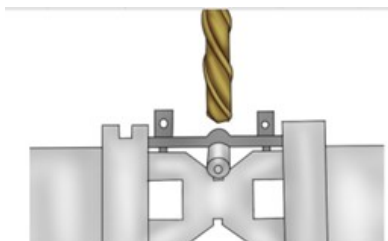
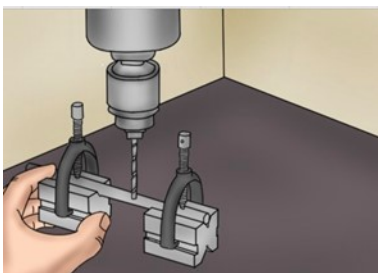
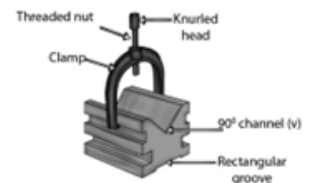
I have long been stumped when trying to drill into spars and other round stock that need a very accurate holes drilled. How do you hold it? How do you drill another hole in the spar at 90Degrees. How do you machine parallel sides on a mast every time. How to machine a perfect square on a round mast every time. How do you hold a cannon to drill an off center hole. This really became a problem when drilling my brass canons to put in the trunnions. It was during these and other challenges that i came across the need for these v-blocks

Here are a few images downloaded from the net that explains their use. There is a short video that also shows their use, <https://youtu.be/cDhGSZ7jp7Y>

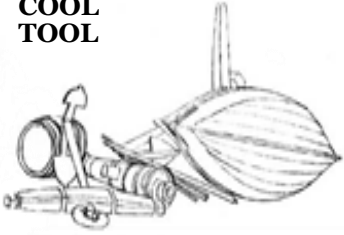


#### What are the parts of a vee block?

##### Shop for Vee Blocks



## COOL TOOL



## Casting Equipment

- Kevin Kenny

He also decided that he wants to cast brass. So, he bought this rig for that process.





# 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 Tom Ruggiero. Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto at [trugs@comcast.net](mailto:trugs@comcast.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. 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.

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