



Volume 41, Number 6

Newsletter of the Ship Model Society of New Jersey

June 2023

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Meeting Report: The meeting was opened at 7 PM by our President, Bill Brown. We had twenty one members. Tom reported on the state of our Treasury. Tom Ruggiero presented “Sail Making with Silk Span”.

Bill will be stepping down as Club President as he has completed his two terms. He wished to thank Mason and Tom for their support during his terms.

The meeting adjourned at 2030.

Upcoming Events & Tech Sessions

Club Officer Election at the June Meeting

The next meeting is;

May 23, 7:00 PM (1900) in the Roseland Library.

August 5, 10AM Modelcon 2023 on USS New Jersey

September 30, 2023 Parsippany Library Show and Exhibit

We will elect our next slate of Officers at the June meeting. Nominations are now closed. The nominees for President, Vice President and Secretary are as follows;

Eric Marshall—President

Mason Logie—Vice President

Tom Ruggiero—Secretary

New officers are installed at the July meeting.

Workshops

Dues 2023

The next Saturday workshop at Chuck Passaro’s will be in July. Final date and other details will be emailed.

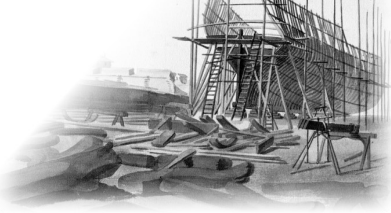
Dues for 2023 are due by the end of the June Meeting. Dues can be paid at the meeting (cash or check). If you joined SMSNJ after November 2022, your initial fee covers the dues for 2023.

Next Tech Session

TBD

The Broadaxe

OLD BUSINESS



SMSNJ Officer Nominations

Bill Brown called for any additional nominations for President, Vice President, and Secretary. The current nominations are; Eric Marshall for President, Mason Loggie for Vice President, and Tom Ruggiero as Secretary. No other nominations were brought forward, and nominations are now closed. At the next meeting, as stipulated in the Bylaws, the secretary will cast a single vote to seat the next slate of officers.

Parsippany Library Exhibit and Demonstration

SMSNJ will be doing an exhibit and demonstration at the Parsippany Library on September 30, 2023, from 9 to 3. We will have a Powerpoint presentation running on a loop. SMSNJ members can bring completed models as well as their current project to demonstrate techniques as well as to answer questions from the public. Tom has spoken with Jean Marie Embler at the Library. They will be providing publicity for the event. We ask for a good showing by SMSNJ members and some assistance in putting this together.

NEW BUSINESS



No New Business at this meeting.

BOOKS AND PUBS



No books or pubs this meeting.

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

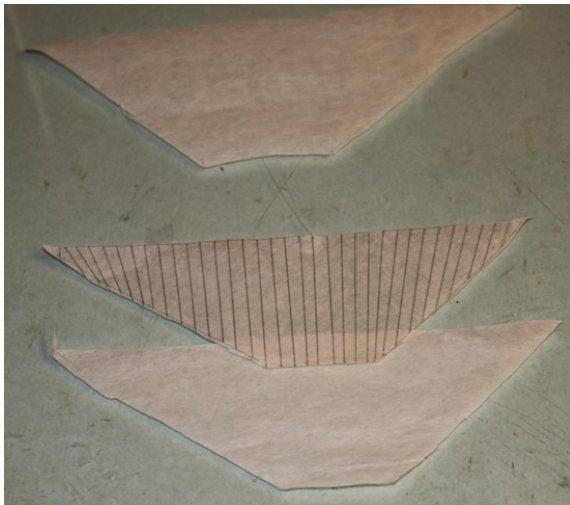
Technical Session

“Making Sails with Silk Span ”
by Tom Ruggiero

Tom Ruggiero has made sails from silk span for his model of HMS Liverpool. The model is 1:96 scale. He has also make sails for Chuc’s Medway long boat in 1:24. Tonight, he provided presentations on both vessels.

At 1:48 and smaller, any cloth tends to look way over scale, especially if the sails are furled. Silk span looks like tissue paper, but it is actually silk. It is sufficiently pliable (can be draped or hung as actual sail cloth). This technique developed by the late John Wisner (NRG Shop Notes II, page 197, Nautical Research Journal 41:126) and Justin Camerata's book on dioramas. The thinnest grade available (0-0). Other methods work fine, but they tend to be a little thick in 1:96, & 1:64 scale. The first step is to determine size, reinforcing cloths, cringles and reef bands etc. Sail, in this period, comprised of strips called tabling. Each one was 17 to 22 inches wide sewn together with a two-inch overlap. In 1:96, you would never see that overlap, but in 1:24, you definitely would.

Lay out and draw the seams on a piece of silk span that is the size of your finished sail (There is a 2” seam on both sides of the tabling. In larger scales, you could simulate that by offsetting the pencil line on the reverse side. In 1:96, it doesn’t need to be done). For a furled sail, the piece is roughly 33% of the length of a sail. Longer than that and it becomes bulky. Cut two more pieces (slightly larger) oriented 90 degrees to the middle piece.



A sail that will be set. This is the center ply laid out over a pattern of tabling seams. Use a sharp pencil to trace the seams.

Here are the three plies for a sail that will be furled. Note the shape. In this case, a sail would be clued up in preparation for furling. The shape better accommodates that.

**“Making Sails with Silk Span ”
by Tom Ruggiero**

Technical Session

We will be using white glue. White glue is an animal product. Because of that, over time, it may mildew. To preclude that happening, you need to add a bit of biocide. You can get biocide the same place that you get interior house paint. Pictured are the products that I use. Mix up 5 to 8 parts water with 1-part white glue. Add one or two drops of biocide.

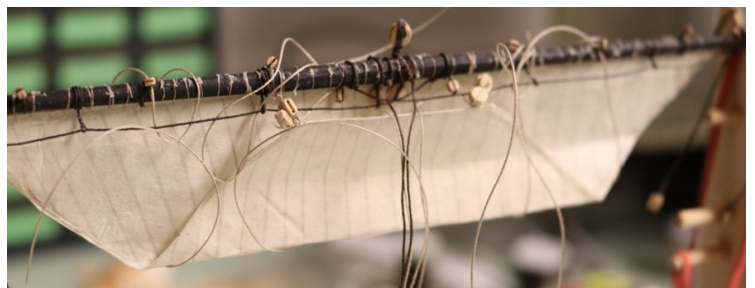


We are going to be laminating the three plies. I do this on glass. Lay the first (outside) piece of silk span on the glass. Liberally brush on the diluted glue. You will note that the silk span almost disappears. Next, place the middle piece (the one that you drew the seams on) on the first piece that you wet. You want this piece to be in the center of the first piece

so that there is a flap of the first piece all the way around. Brush on more glue and rub out the air and wrinkles carefully. Finally, add the last piece and repeat the wetting process. Gently lift/peel all three pieces from the glass and hang to dry. Square sails were attached to the yard by robands. Do not attach the sail with a spiral wrapping. For very practical reasons, spiral wrapping was not done.

To shape the sail, fix the yard in a jig. Attach the lower edges of the sail to the legs of the jig with doll house clothes pins and lay the jig so that the sail hangs over the edge of the table. Re-wet the sail, the weight of the wet sail causes it to bulge as if it were drawing the wind. For a set sail, now is the time to add bolt ropes. Bolt ropes were sewn onto the sail, but in this scale, simple fold the edge of the sail over the rope making sure that you add loops in the lower corners. You also need to add the cringles (loops of rope) for the attaching of bunt lines. Finally, you need to add reinforcements and the reef bands. When the sail is dry, add the reef points.

For a furled sail, start by using the rigging lines as would be done in full size. English practice was to initially pull the sail up with the clue garnet lines. Other countries and merchant practice was different. This may change the shape that you start with.

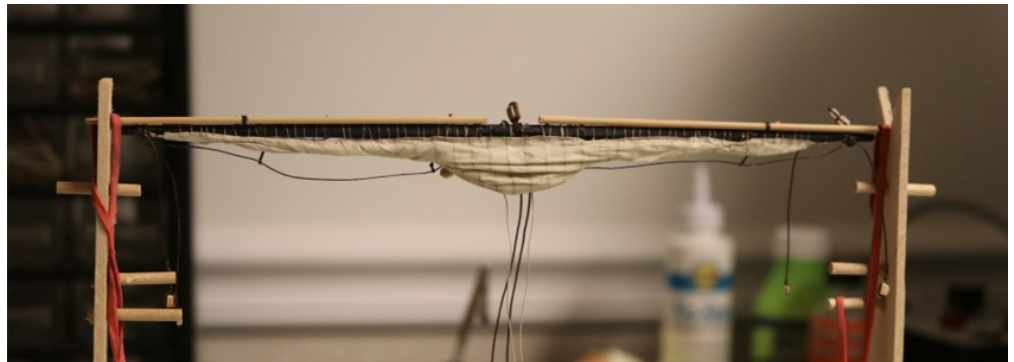


Technical Session

“Making Sails with Silk Span ”
by Tom Ruggiero

Decide if you will be setting the sails, or to furling them. I have seen many models with sails, and I have a few opinions. First, set sails, in my opinion, need to be shown drawing. Frankly, sails that just hang there don't do it for me. Next, when you do set sails, all of the sails need to be drawing with the wind in the same quarter. I'm sure that you've seen models with a limp flag or pennant, or one flying opposite to how the sails are drawing. This, again, in my opinion, spoils an excellent model. Additionally, too many sails hide quite a bit of detail. You want to make certain that the sails you set, and those that you furl, represent an actual configuration. Many models show ever sail set (think of the Revell Constitution). That happened once; when Constitution was becalmed and searching for any wind. The fact is that sails can blanket other sails making them inefficient. So, avoid the temptation of all sails set Draw up the sail using the actual rigging (clew lines, bunt lines etc.) Keep re-wetting as you go until you get a convincing drape. Doll clothes pins help to hold it in shape as you go.

The silk span that I used, and the solution that they were coated with, gave me a very nice worn canvas color. You can use acrylics to highlight new replaced cloths, patches etc. I would do that when all the shaping is just about done.



Furled main course with the yardarm ready to be crossed.



The results on HMS Liverpool in 1:96.

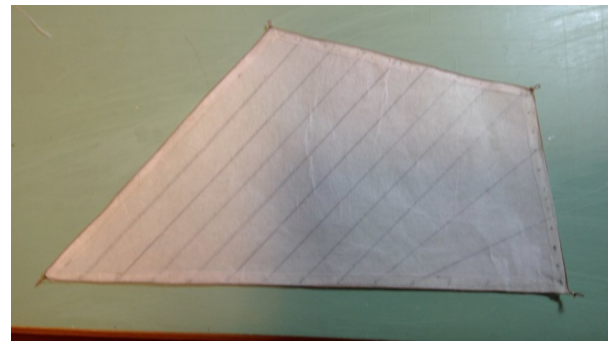
Technical Session

“Making Sails with Silk Span ”
by Tom Ruggiero

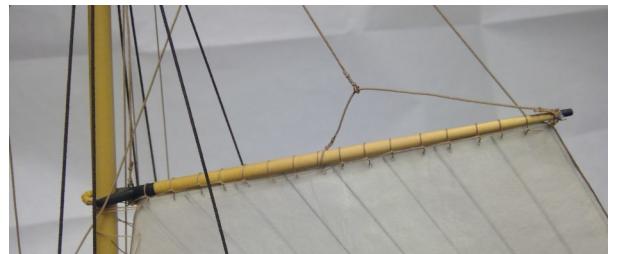
For an open boat like the Medway long boat, we start the same way, but there are a few extra steps because of the much larger scale and that all of the sails are fore and aft,

In my opinion, for an open boat such as this long boat, you need to avoid the 'ghost ship'. A ship can have two or three figures on it, and it would still be a realistic presentation, i.e. the sails are in their proper configuration and the rest of the crew is below decks. However, we are putting sails on an open boat. Would an open boat with no crew have set sails? Also, if the sails are to be set, the boom would likely be swung out one side or the other. Given that this model is so light, that would complicate the stand to keep it from capsizing.

The main sail is gaff rigged. That means that it is attached to the gaff. It is also laced to the mast. The fore stay sail is attached to the stay (hence "stay sail"). The jib is completely set flying (flying jib) meaning that the uphaul raises the peak of the sail and the traveler spreads the sail along the bowsprit . Due to the large scale, I used a fourth ply for these sails. There are now two center plies. The seam between each cloth is drawn offset by a scale two inches on the second center ply. Once dry, trim the overlap so that it is slightly wider than the linings (leech linings) around the periphery of the sail. The amount of extra width is determined if the sail is going to be set or furled. If the sail is to be set, in these very large sails, put a very light gage brass wire under the lining so that it could be used to shape the sail. This is especially important for flying sails or sails simply attached to a stay as the sail, even when shaped, will not stay where you want it; it will simply twist the stay and lay flat. If the sail is to be furled, no wire should be used. The overlap is creased and glued down around the sail using acrylic matt medium. Matt medium is used because the sail will need to be wetted again when it is shaped. At this point, reinforcing cloths of a single ply of silk span are added to the leeches (corners) of the sail. Note that these reinforcements only go on one side of the sail. For a fore and aft sail, as these are, it is the starboard (right) side. The mainsail will have a reef band or two. Again, the reef band is only on one side of the sail (starboard). we need to consider that the entire head of the sail is lashed to the gaff, and the entire foot of the sail is stretched across the length of the boom. So, the tabling cloths need to be full width at the head and the foot. That means that when you draw the tablecloths you shorten the length of the sail about half and connect the locations of the seams at the head and foot.



The gaff mainsail showing the reduced height and the bolt rope attached.



Main Sail laced to the gaff



Main Sail laced to the mast

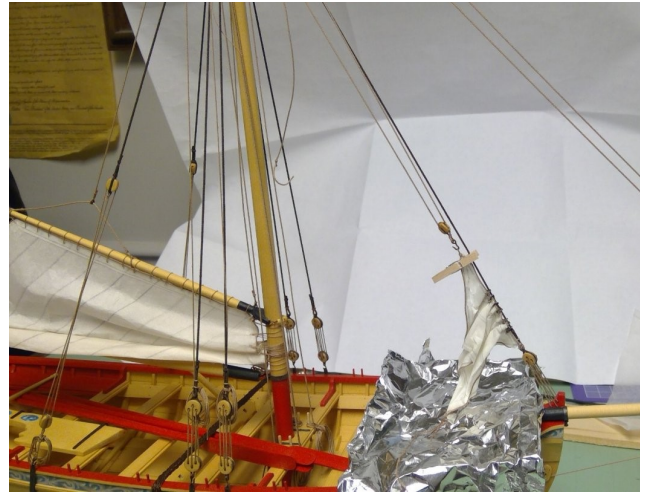
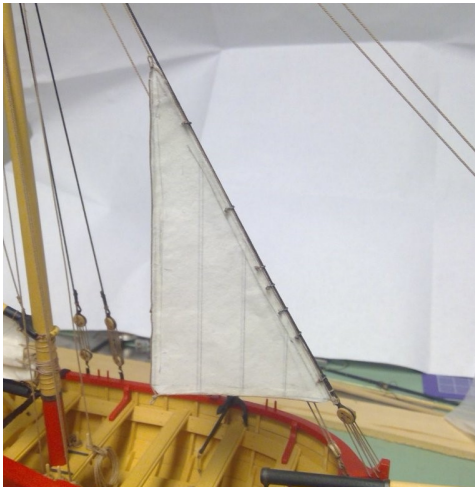
The next page shows the rest of the furling process and the completed Longboat.

Technical Session **“Making Sails with Silk Span ”**
by Tom Ruggiero

Furling the Gaff Main Sail



Furling the Stay Sail



Furling the Jib



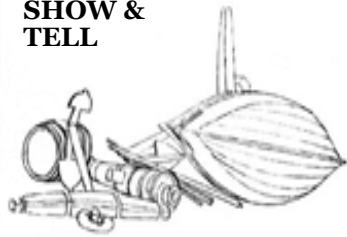
Pennsville Day at the Farm

The first Saturday of June is the annual “Day at the Farm” in Pennsville, NJ. This year turned out very well. In addition to Tom Ruggiero, there were members from the Philadelphia Ship Model Society. There was a group that displayed vintage cycles, antique automobiles, and a 19th Century Union Army band. Here are a few photos from the day.



The Broadaxe

**SHOW &
TELL**



USS Forrestal, US Aircraft Carrier

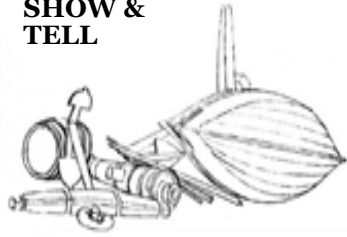
1955; Scale 1:600, Airfix Kit

Mason Logie

Mason will be starting an Airfix model of the first Supercarrier in th US Navy. He is likely going to build it in its as commissioned configuration. The kit is a mid 60s kit so the decals will likely need to be replaced. The good news is that there are several available sources of photoetch for the kit as well as sources for new decals. Tom Ruggiero noted that there might be sources for 3D printed parts. We are looking forward to your newest project, Mason.

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SHOW &
TELL



Lark, US 1812,

Baltimore Clipper

Scale 1:96, AJ Fisher Kit

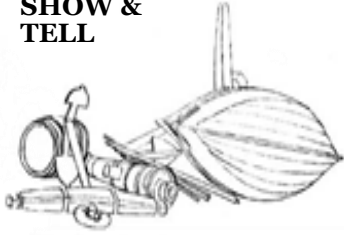
Mike Ellison

Mike has been working on this generic Baltimore Clipper Privateer. This is a solid hull kit. The ship is 96' between perpendiculars giving a model length of 12". Mike has completed the coppered hull. He has completed the bulwarks as well as the planked deck. Deck furniture is next.



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SHOW & TELL



HMS Speedwell, Sloop

1752, Scale 1:32

Syren Ship Model

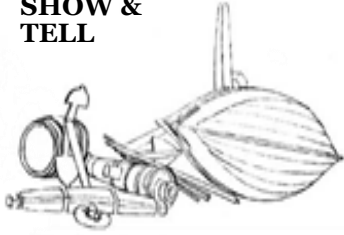
Chuck Passaro

Chuck continues with the next project to be offered by Syren. He has completed the frames for the hull. The plan is to plank from the wales to the sheer. When completed, the model will be completely masted and rigged. I am told that this model will also have sails. As with all of Chuck's projects, the method for making and installing the frames is extremely well thought out, and as fool proof as is possible with a wooden model. Chuck also brought in a few of the crvings that he will use. They are cast in a tan resson that he then coated with gel stain. Thy do look like they are carved from wood.



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SHOW & TELL



Marsiele, French, Topsail Schooner

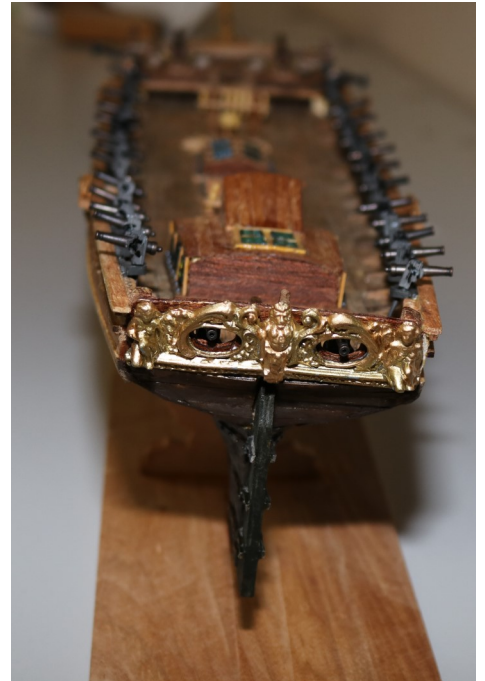
1764, Scale 1:64

Mamoli Kit

Steve Fletcher

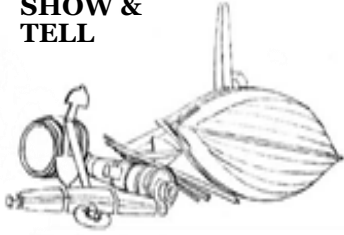
Steve brought in the topsail schooner that was used for training French gunners. This was the reason for the very extensive number of cannon. The ship also had two 6 pounders for its defense. Since last time, the bowsprit and jib boom has been installed. The next step is for Steve to fabricate and step the masts.

The kit was a gift from Jeff Fugelstad. Steve notes that the kit originally developed in the 1950s. While it does come with sails, Steve doesn't think that he will be using them as they are overscale. Very good progress Steve.



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SHOW &
TELL



Pilot Boat Colonial

1789, Scale 1:48

Scratch Built, Lift Method

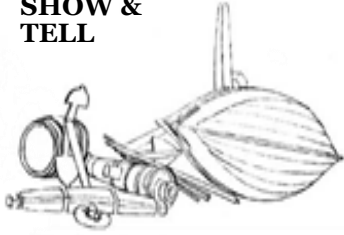
Ken Whitehead

Ken brought in his pilot boat last time, and discussed the possibility of a stove being on the boat. Tonight, he showed us the stove that he made. The photo here is much larger than the actual part. He is also scratch building mast hoops. Nice detail Ken.



The Broadaxe

SHOW & TELL

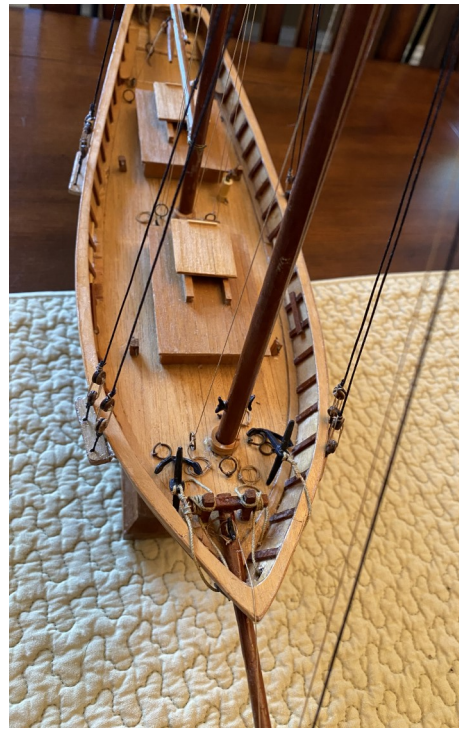


Swift, pilot boat

Scale 1:48, Kit

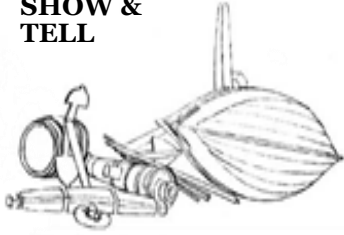
- Mort Stoll

Mort has completed the pilot boat that needed to be refurbished and has returned it to the owner. The Swift was his first model, and he had three attempts at the hull before his wife put him in touch with another model builder who became his mentor. This second model was built by a relative and had become damaged. Mort has repaired it. The result is beautiful.



The Broadaxe

**SHOW &
TELL**



HMS Thorn, English Swan Class, Scale 1:48, Scratch

- Kevin Kenny

Kevin showed some clamps that he was able to pick up on a trip to visit his daughter in Kingston. He did a video on those clamps and other tools that he acquired. The video is on his MSW Build Log for Thorn. Go to Model Ship World, it is one of many great videos that Kevin has posted.



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.

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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