



Volume 41, Number 5

Newsletter of the Ship Model Society of New Jersey

May 2023

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Upcoming Events & Tech Sessions

The next meeting is;
 May 23, 7:00 PM (1900) in the Roseland Library.
 June 3, 2023 Pennsville Farm Show Exhibit with the Philadelphia Ship Model Society
 September 30, 2023 Parsippany Library Show and Exhibit

Workshops

The next Saturday workshop is May 27, 2023 at Chuck Passaro's. Details will be emailed.

Meeting Report: The meeting was opened at 7 PM by our President, Bill Brown. We had twenty two members. Ryland came to the meeting this month. He is on his way to the Northeast Joint Clubs in Connecticut. It was great to see member Bob Fivehouse who was visiting from Colorado. He is the president of the Rocky Mountain Shipwrights.

The Tech Session at this meeting was "Bring a Model Night".

Tom reported on the state of our Treasury.

If you wish to attend the Pennsville Farm Show, please email Tom Ruggiero.

The meeting adjourned at 2030.

Dues 2023

Dues for 2023 are due by the end of the June Meeting. If you joined SMSNJ after November 2022, your initial fee covers the dues for 2023.

Next Tech Session

"Rigging Techniques" presented by Josh Fichman.

The Broadaxe

OLD BUSINESS



No Old Business at this meeting

NEW BUSINESS



Club Officer Nominations

The nominees for President, Vice President and Secretary are as follows;

Eric Marshall—President

Mason Logie—Vice President

Tom Ruggiero—Secretary

Other Nominees can be added either by email or at the May meeting.

The balloting will be at the June meeting with new officers installed at the July meeting.

Parsippany Library Exhibit and Demonstration

Tom was contacted by Jean Marie Embler from the Parsippany Library. She asked if SMSNJ would do a show and demonstration of ship modeling on a Saturday, at the library. Several dates were proposed and it was decided that we would do the show on Saturday, September 30, 2023. Tom will be contacting Jean Marie to finalize the details and report at the May meeting.

BOOKS



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

40th Northeast Joint Clubs

This year marks 40 years that we have been meeting in Connecticut for the Northeast Joint Clubs meeting. The weather was horrible, but the conference was great. Old friends and fellow model builders renewed acquaintances and there was an excellent ship model display. The after lunch presentation by Kroum Batchvarov, marine archaeologist 'Shipwrecks of the Black Sea, 500BC to the 1600s' was very informative. Here are several photographs that were provided by Tim Murphy. Thank you Tim and Josh!



40th Northeast Joint Clubs

The winner of the Jim Roberts Award this year was Ron Neilson for his diorama model of HMS Camilla in 1;64. Eric Marshall's round table presentation on tool sharpening was very well attended. Joshua filmed my presentation at the joint clubs and posted to YouTube: https://m.youtube.com/watch?fbclid=IwAR0se2kcPQHsRkU0ssTPDmldrS2qwBovGMzLLBBL8-WH-RY_UghkcsGuAvl&v=9SNnwm7rVbE&feature=youtu.be



40th Northeast Joint Clubs



USS Constitution's Repairs

Tim Murphy reported that the USS Constitution is undergoing repairs to her main mast and associated rigging. As reported by Margherita M. Desy;

“The Naval History and Heritage Command (NHHC) Detachment Boston’s riggers are down-rigging USS Constitution’s main mast so that the ship’s main top mast (second section of the mast), main fighting top, and main channels can be removed for replacement and repairs. NHHC Detachment Boston is a civilian branch of the U.S. Navy located in the Charlestown Navy Yard and tasked with the ongoing care and preservation of USS Constitution.” For more information and to subscribe to the site to get periodic emailed updates go to;

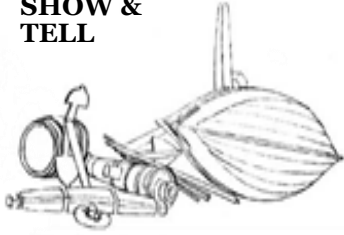
ussconstitutionmuseum.org/2023/05/01/uss-constitutions-main-mast-rig-repairs/

Tim provided a few photographs of the current activities in Charleston Navy Yard, including a photo of destroyer Joseph P. Kennedy. Thank you Tim.



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SHOW & TELL

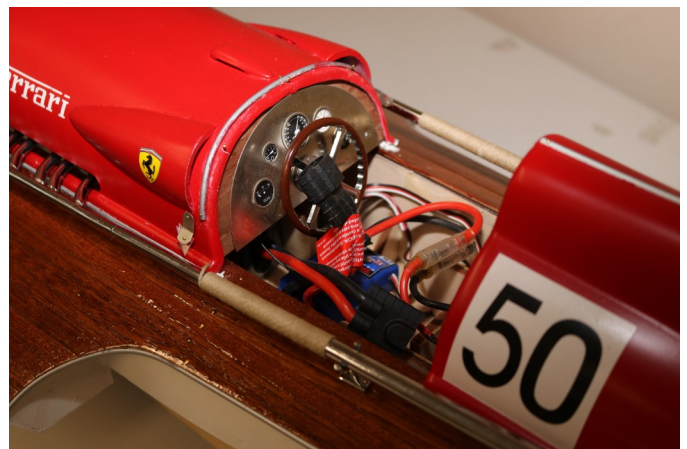


Ferrari Hydrofoil

1954; Scale 1:24, Kit

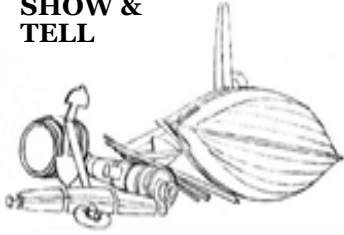
Chris Scornavacca

Chris brought this model of this hydrofoil. It was intended to be the fastest and used a Ferrari Engine V12 overhead cam. Although it had Ferrari badging and was painted red, only the engine was built by Ferrari. Chris enjoyed making it. The model is complete with all running hardware.



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Jolly Roger

Scale 1:24, Kit

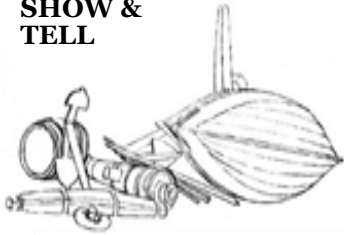
Mason Logie

Mason has been building several pirate figures for a diorama for Halloween. This meeting he brought in the base of his next project. Base painting is completed along with a cask. There will be two pirate skeletons. One will be chopping at a chain while the second will be fighting off an octopus. Mason has weath-ered the raft and cask.



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SHOW & TELL



Gothic, British

1893 Cargo Passenger Liner, Scratch Built

Scale 1:600 (1"=50'), 10.1" – 1.06" – 2.5"

Bob Fivehouse

The model is a static waterline model in a carved sea. The construction is bread and butter (lift method) ~ Scratch (Mod), constructed of basswood hull and holly, paper, and metal (photoetch).

The GOTHIC was the first ship to trade to Australasia with twin screws. She was built for the White Star Line to operate in the joint service between White Star and Shaw, Savill and Albion lines. She was 490.7' b.p. and 53.2' in breadth with an overall length of 506'. She was 7755 gross tons which made her the biggest ship running to New Zealand. she had two triple expansion engines which gave her a speed of 15 knots. In



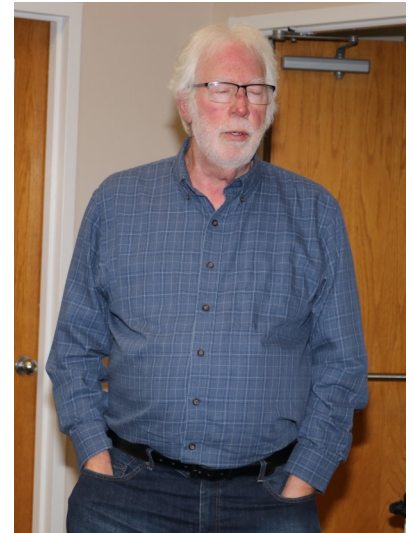
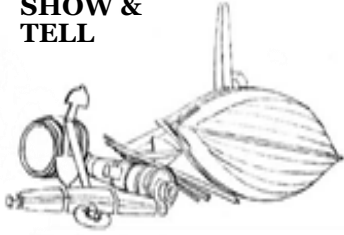
1894 she went from Plymouth to Wellington in 37 days 10 hours and 16 minutes at an average 14.16 knots which set a record. In 1906 she had a very serious fire in her wool cargo and had to be beached in Plymouth harbor. She was then re-built and transferred to the Red Star Line as the GOTHLAND. For time in 1911, she went back to her old route and name with White Star and then, in 1914 bck to Red Star. However, later in 1914, she stranded on the Gunner Rocks off the Scilly Islands until gotten off three days later. She was under repair when the First World War began but put back into regular passenger service for the rest of the war. in 1925 she was sold to shipbreakers for 16,000 pounds. My model is carved from two pieces of bass with bul-

warks made from "Cards of Wood" ply. the decks are scribed holly. The lifeboats are each carved and the vents are either turned from wood or built up from bead crimps. The funnel is brass and the rigging is copper wire. The flags are printed on glasine from pictures on the internet. The rails, shrouds and stairs are photoetched from Tom's and Gold Medal models. I made the case from mahogany and glass with the water carved from wood. As can be seen, the owning company of each ship flew their flag (White Star) on the main mast and the joint partner's (Shaw, Savill And Albion) on the mizzen.



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SHOW &
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MEDIC (MEE-DIK), British
1899 Passenger/Cargo Liner, Scratch Built
Scale 1:600 (1"=50') , 11.4" – 1.26" – 2.5"

Bob Fivehouse

White Star Liner models to this meeting.

Ocean Liner ~

Static waterline ~ Solid bread & butter ~ Scratch (Mod), Basswood hull and holly decks, Paper, Metal.

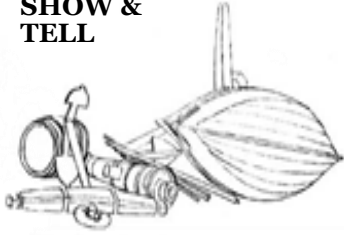
The MEDIC (pronounced ~ MEE-DIK) was a White Star Liner built for the Australian trade. She was the second of three near sisters plus two other similar vessels. She carried 350 passengers in a glorified 3rd-class type arrangement but they had the run of the ship since there was no class distinction. She entered service with a maiden voyage on August 3, 1899 running from Liverpool to Sydney. At the time, ship was the largest ship to trade to Australia. These ships were huge cargo carriers with probably about 11,000 tons of cargo and among the largest such ships in the world.

The MEDIC ran on this service, including during the First World War until 1928 when she was sold to a Norwegian company and converted into a whale factory ship, the HEKTORIA. She could carry 8,000 tons of whale oil. In 1932 she was sold back to a British company but kept her name and use. In September, 1942, she was torpedoed and sunk by a German submarine in the North Atlantic while being used as an oil tanker. She was thus 43 years old. The average life of a passenger liner is about 25 years.



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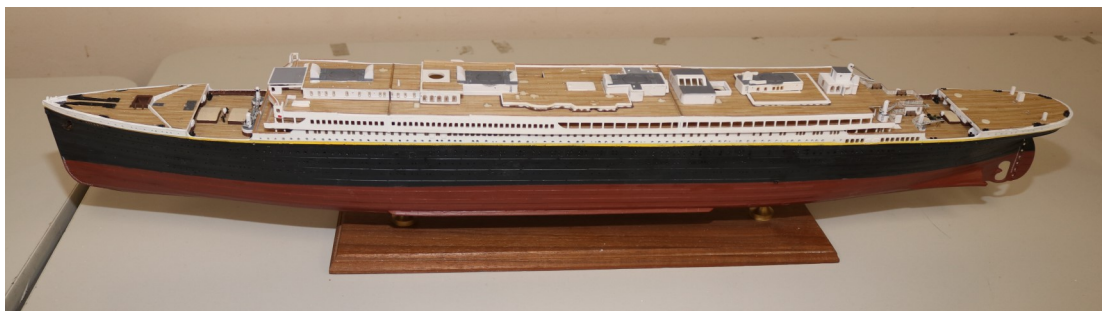
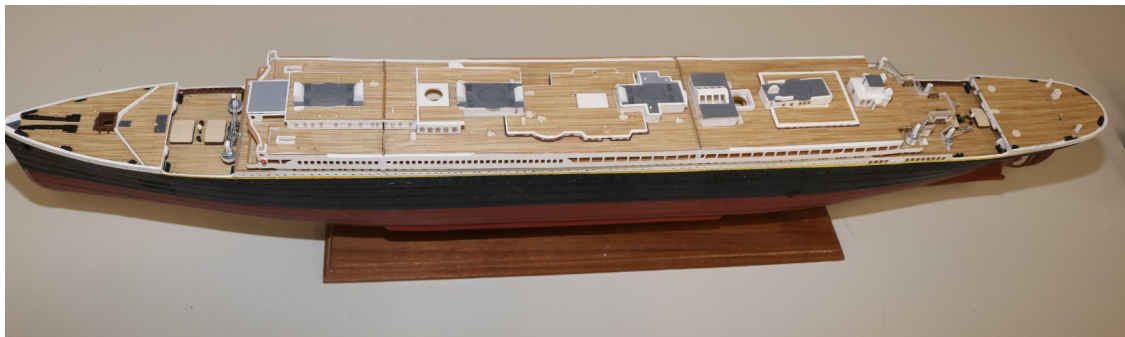
RMS Titanic

British Ocean Liner 1912

Scale 1:350, Minicraft Kit

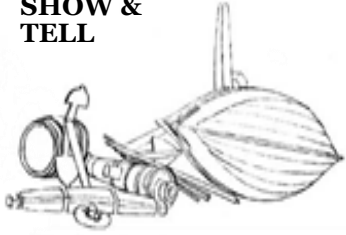
Tom Ruggiero

Tom continues working on Titanic. All of the wood decking has been affixed to the Forecastle and Poop Decks. Using the detail studies that have been made on RMS Titanic that compares the Titanic to her sisters, Britannic and Olympic as well as to photographs from the wreck done by Bob Read, D.M.D; www.titanic-cad-plans.com he is now doing the very detailed work that includes accuracy and size modifications to the kit castings, and in some cases, scratch building various parts that are not in the kit or where the parts in the kit are oversize, or poorly rendered. Having Bob Fivehouse at the meeting was very helpful, as he has modeled other White Star liners and was able to add some incites including the color to be used for the funnels. As a matter of fact, he brought two White Star Liner models to this meeting.



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SHOW & TELL



Pilot Boat Colonial

1789, Scale 1:48

Scratch Built, Lift Method

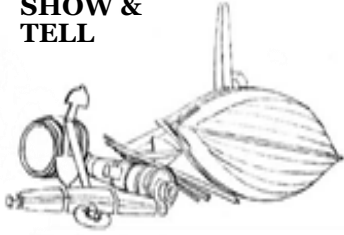
Ken Whitehead

Ken has drafted his own plans from a book on pilot boats. He has researched the development of the pilot boat and drafted plans for a 48 foot long boat. These boats got progressively larger over time and some were eventually armed. In one case, Ken found that the boats crew included a cook, but he can't envision a stove on a boat this small. He has planked the hull and added deck cabins. It is coming along nicely.



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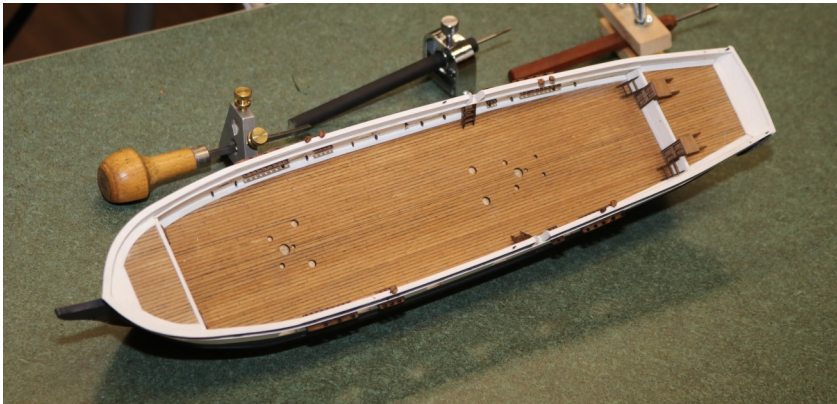


USS Perry, Brig, 1843

1:96 Scale, Bluejacket Kit

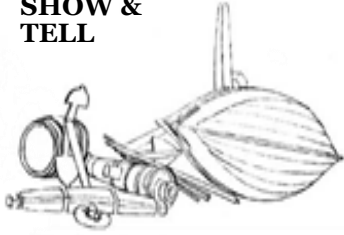
- Eric Marshall

Eric brought in his model of USS Perry. The solid hull is just about complete. He used water, vinegar, and heat to give some patina to the copper. (models that have copper sheathed hulls had been given a green patina emulating what happens to copper in a salt air environment. However, copper below the water did not turn green as the motion of the ship through the water scoured the green away. Dull copper as Eric has done would be more authentic, Ed.) Next to the deck furniture.



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Swift, pilot boat

Scale 1:48, Kit

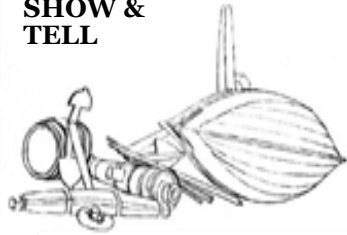
- Mort Stoll

Victory is complete. With that long project finished, Mort needed something to keep him busy. That new project is a restoration of a 40 year old model of the Swift. The model was started by his father-in-law in 1983. He has realigned one of the masts. He also relocated the deck cabins. Interestingly, the Swift was Mort's first kit. After two attempts with replaced parts from Model Expo, Mort related that he messed up both attempts. Mort's wife told him about a man at her school that built ship models. Mort got in touch with him and he tutored Mort. Mort said that he saved that model of the Swift and the rest is history.



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**SHOW &
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HMS Thorn, English Swan Class,

Scale 1:48, Scratch

- Kevin Kenny

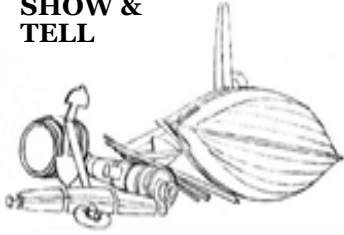
Kevin has completed the planking of the bulwarks up to the plank sheer. The next step is to plank the inside of the bulwarks. Note that he has also installed several of the scuppers.

Speaking of scuppers; Kevin's latest video on Model Ship World details the process. The Thorn Build Log takes you through Kevin's build in detail from the very beginning.



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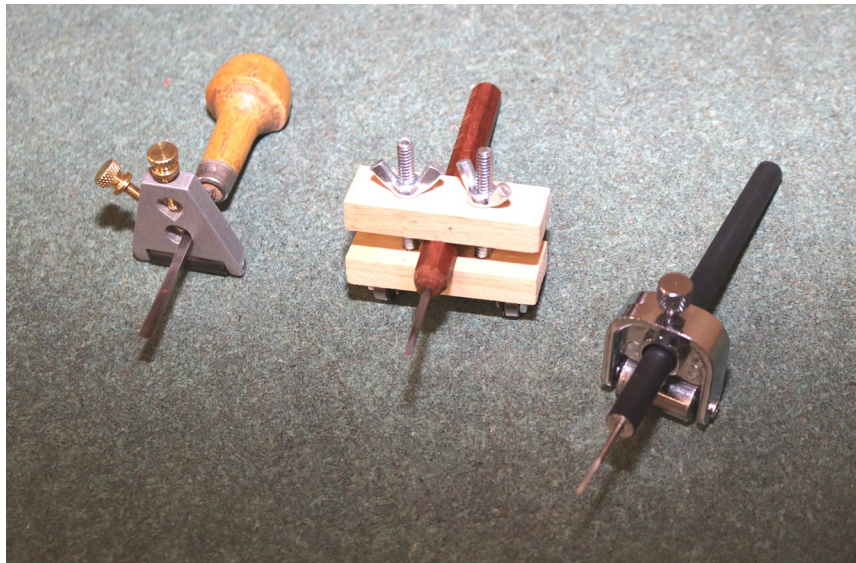
SHOW & TELL



Fixtures for Sharpening Small Chisels

- Eric Marshall

Last month, Eric demonstrated how to sharpen chisels. Tonight he brought in fixtures that would be used to hold small, narrow chisels for honing and stropping. The one in the center is made from scratch, The one on the right is for gravers but can be used for chisels. This was purchased on Amazon. The one on the left is form leather engraving, but was used for holding a micro chisel.



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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