



*February 2024*

<p><b>In This Issue</b></p> <p><a href="#">Meeting Report</a> <a href="#">Old Business</a> <a href="#">New Business</a> <a href="#">Books and Publications</a> <a href="#">Tech Session</a> <a href="#">Hudson River Maritime Museum</a> <a href="#">Meeting Venue</a> <a href="#">Show and Tell</a> <a href="#">Club Information</a></p>	<p>Meeting Report: The meeting was opened at 10 am at Tom Ruggiero’s home, by our President, Eric Marshall. Fifteen members attended, six in person. Joining the meeting was Mark Peckham who drove down from Kingston, New York. Larry was visiting with Barry in Florida and they joined virtually (there is a good side to virtual ed.). Coffee and refreshments were there.</p>
<p><b>Upcoming Events &amp; Tech Sessions</b></p> <p>The next meeting is <b>12:15 pm, Saturday, February 17, 2024 at Roseland Library.</b></p> <p>The March 2024 Tech Session is scheduled to be “Exploring the Sunken Canal Boats of Seneca Lake” by Al Cohn.</p> <p>June 1, 2024: Day at the Farm. Ship Model Exhibit in Pennsville, New Jersey</p> <p>August 3, 2024: USS New Jersey Modelcon hosted by the Philadelphia Ship Model Society.</p>	<p>At the end of the meeting we had a tour of Tom’s workshop. The meeting adjourned at 1:00 pm.</p> <p>Tech Sessions are an important part of our meetings. Members are asked to suggest topics that they can present.</p> <p><b>Same Place—Different Day</b></p> <p>The February 2024 meeting is back at Roseland Library but on a different day. Going forward, the meeting will be on the third Saturday of each month, starting time, 12:15. See inside for details.</p>
<p><b>Next Tech Session</b></p> <p>The February 2024 Tech Session is replaced by an auction of Ship Model tools, kits and books.</p> <p>.</p> <p>.</p>	

# The Broadaxe

## OLD



### Auction

Over the last few months, Eric has been contacted by the families of two ship model builders who have passed on. In both cases, the widow has donated their husband's workshop items. At the February meeting, we will have a sale of a large quantity of items that were donated from the two estates. There are hand and power tools, kits, models complete in box, started models, books, plans, and other items. Bring cash or check. We ask that if you are within driving distance that you attend in person. Remote members are welcome to buy, but they must pick up the item, or arrange for someone to get it to them. We will not be shipping.

### SMSNJ Hats

Bill has restocked SMSNJ hats. He will bring hats to our next in person meetings. The hats are available for purchase for \$20 each.

### Tech Sessions Wanted

We need volunteers to present tips and techniques at meetings. If there is something that was presented in the past that you would like to see again, let us know and we will schedule it. If you found a new or better way to do something, share your learnings.

## NEW BUSINESS



### Northeast Joint Clubs 2024

The 41st Northeast Joint Clubs will be held on April 27, 2024 at the Port and Starboard in New London Connecticut. This year it is hosted by the Connecticut Marine Model Society. Registration is now open. The registration forms were emailed to you by Tom. We want to have a great showing son register before March 15 to get the lowest registration cost. We are going to need a Table Top Demonstration. If you can do a short twenty minute demonstration, please contact Eric. Thanks.

### Tech Sessions Online

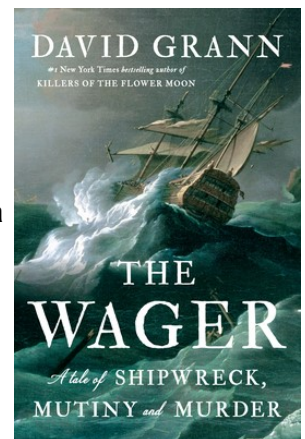
A question was asked about recording Tech Sessions. The Hampton Roads SMS does this and posts them to their website. They use You Tube to record their meetings and Tech Sessions. Bill Brown will be researching how we can make this happen. Stay tuned.

## BOOKS AND PUBS



### The Wager: A Tale of Shipwreck, Mutiny and Murder

Ken Whitehead is beginning a new read. The Wager is an English vessel. In 1742 in pursuit of a Spanish treasure ship it wrecked off of Patagonian. A group of sailors cobbled together a makeshift craft. And survived. However, some time latter other members of the crew showed up and it was found that a mutiny may have occurred. The book takes you through the ensuing trial. The author of the book also wrote "Killers of the Flower Moon". Any chance for a book report when you've finished the read, Ken?



**“Methods to Bend Wood”  
by Eric Marshall**

**Technical Session**

Eric demonstrated a few ways to bend wood strips. Within the cell structure has lignin. This is what makes wood rigid. Above a certain temperature, Eric speculates about 180° F, the lignin softens and becomes plastic. So, heat is a method to bend wood. Eric demonstrated the use of a heat gun to supply the temperature as well as soaking in almost boiling water. Using a heat gun (about \$20) he heated the wood then cooled it in water. The bend set. For boiling water, he used an electric tea pot. There was a discussion about using a micro-wave. Generally it is the same in theory, but control is very difficult. Another method is with steam. The lignin becomes plastic and when heat is removed remains in its new orientation. Another dry heat method uses what amounts to a low power soldering iron. Eric, in response to a question, stated that using hot water is better in transferring heat into the wood with the downside of the wood swelling, or raising grain and having to wait for it to dry.

Kevin Kenny has done a YouTube video on how to bend wood without. Here is a link.

<https://www.youtube.com/watch?v=nQ47mZZN8qY&t=0s>

Eric noted that an old method for bending wood involved soaking in ammonia. Don't do it. The ammonia does soften the lignin. In fact it destroys it. The wood will discolor and become very brittle. If left soaking too long it will literally fall apart.



Bending the planking in the thin direction works best, but edge bending is possible. To do that it is necessary to bend over a form and hold the plank as flat as possible. You can feel the plank give a bit as the lignin softens.

There are plenty of demos out there and we thank Eric for his demonstration.

**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

## Hudson River Maritime Museum

Mark Peckham is Chairman of Collections at the Hudson River Maritime Museum. He noted that due to heavy rainfall in the Northeast that the Boat Shop in the museum has flooded three times. Last year, members of SMSNJ were given a guided tour by Mark, Carla Lesh, and other members of the museum staff. Please go to their website if you can offer any support. In December 2021, several members of SMSNJ were at the museum and given a guided tour by Mark, Carla Lesh, and other members of the museum staff. Kevin Kenny did an excellent video of the visit that can be viewed at the following link: [A trip by the Ship Model Society of New Jersey to the Hudson River Maritime Museum Dec 2021 \(youtube.com\)](#)



## Meeting Venue

### Same Place, New Day, New Time

The January meeting was held at Tom Ruggiero's home on Saturday January 20, 2024. At this meeting we discussed a few of the other venues that were found by our members. We also discussed the concept of meeting on a Saturday.

Bill Brown has found that our normal meeting site at Roseland Library is available on the third Saturday of the month and can be reserved for a year at a time. That said, the meeting time available is 12 noon to 3 pm. An earlier time would be better but, was not available (but you may be able to get in a game of golf before the meeting). Also, being a Saturday, some meeting dates may need to flex for various club activities.

It was decided that the February meeting and going forward will be on the third Saturday of the month at the Roseland Library starting with our meeting on February 17, 2024. We note that we will continue to evaluate our meeting times and locations going forward.



**SHOW &  
TELL**



## Late 19th Century American Coal Schooner Folk Model

Scale 1:120 Approx.), (No Name)

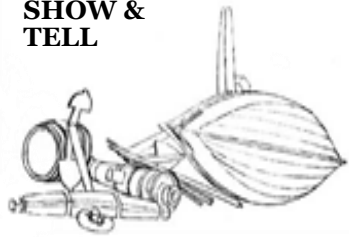
### Scratch Built

Mark Peckham

This is a solid hull carved from poplar. It is a replica of a folk model that was originally acquired by Frederic Gibbs, one of the designers of the S.S. United States (Gibbs and Cox). Mark had restored the original model for Gibbs's granddaughter. Here he made another model using techniques used in the 1920's including searching for brads that were close to the original. The hull is carved from a block of poplar. As you can see, this is a beautiful model.



**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. This is a model that Ken made from a painting.

Both sails are complete as well as the boats name on the foresail as was the convention

For the period. He will be adding a jib even though it wasn't in the photograph (this vessel likely had a jib ed.) Inside the cabin, Ken built a small stove along with some utensils and a coffee pot. Ken is also going to attempt to make a crew using the wire armature method that he read in the current Nautical Research Journal (one of several reasons to be a member of Nautical Research Guild ed.) This is a very smart looking model, Ken.





## SHOW & TELL



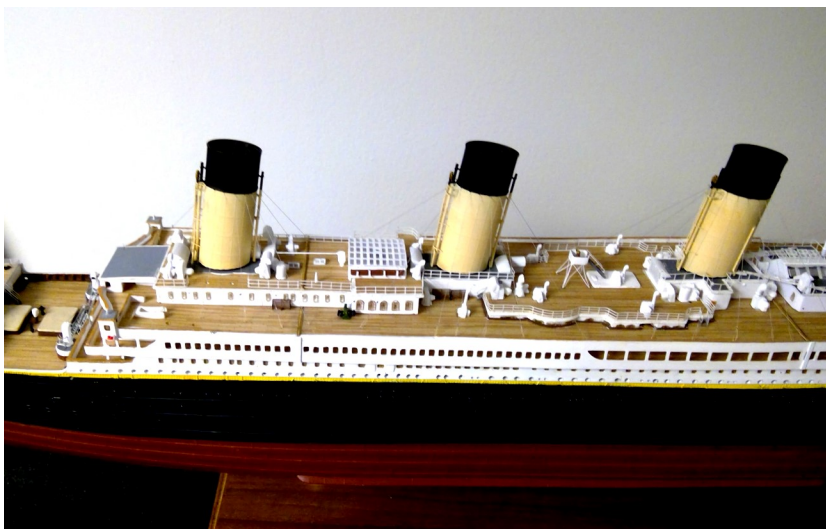
### RMS Titanic

### British Ocean Liner 1912

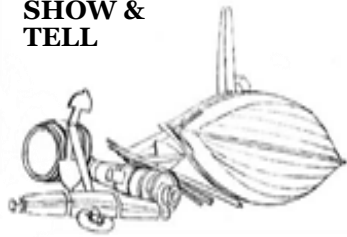
### Scale 1:350, Minicraft Kit

Tom Ruggiero

Detailing of the Forecastle and Poop decks is just about done. The cleats at the forepeak as well as the head of the ship needed to be scratch built as the kit had a poor reproduction cast into the deck that was out of scale, not accurate, and in the wrong location. The capstans are turned brass rod as the kit parts were much too large and oval rather than cylindrical. Both masts are now installed and rigging is next. Note the lookout and bells on the fore mast. The rigging is 8/0 fly tie thread. It is barely visible, but can be seen. Most of the rigging at full size was about one inch in diameter. Railings at the Forecastle and Poop deck are just about complete. More rigging and the boat davits are next. (cont'd)



## SHOW & TELL

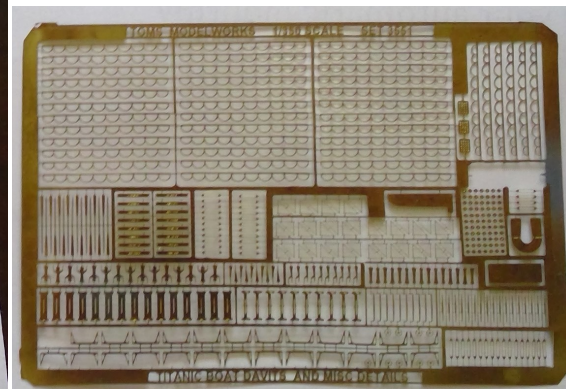
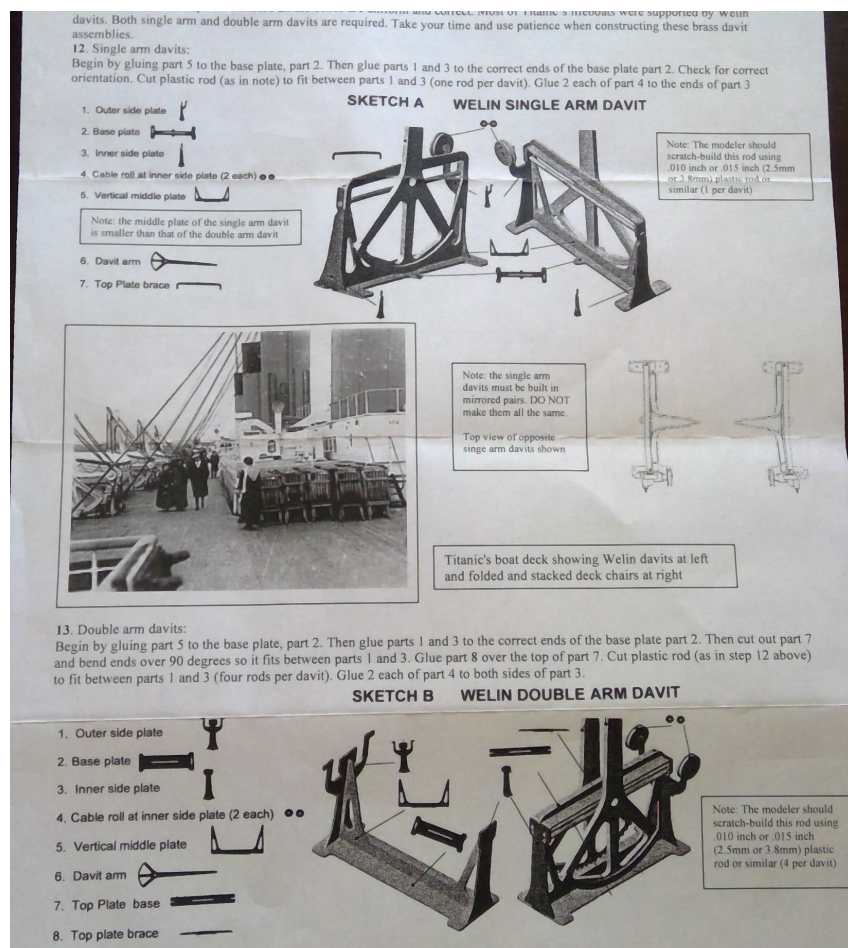


## RMS Titanic

## British Ocean Liner 1912

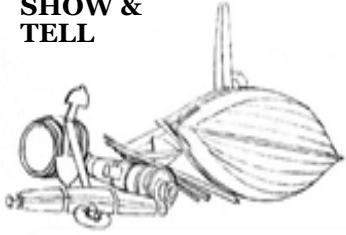
## Scale 1:350, Minicraft Kit

Tom is replacing the overscale and chunky looking kit davits with photoetch from Tom's Model Works. He showed the instructions as well as the parts themselves. After cleaning the parts by soaking in a detergent and then rinsing, he will assemble using cyano. Tom typically does not use accelerator. Where there are reasons to use it, you really don't need it if the glue is fresh. Cure times go up significantly as soon as you open the bottle. Typically, he doesn't buy anything larger than half an ounce. If the cure time gets too long, get a new bottle. He uses straight pins to apply the cyano to small parts letting it wick in. Note the relative size between the instructions and the parts themselves. This will be a challenge.





## SHOW & TELL



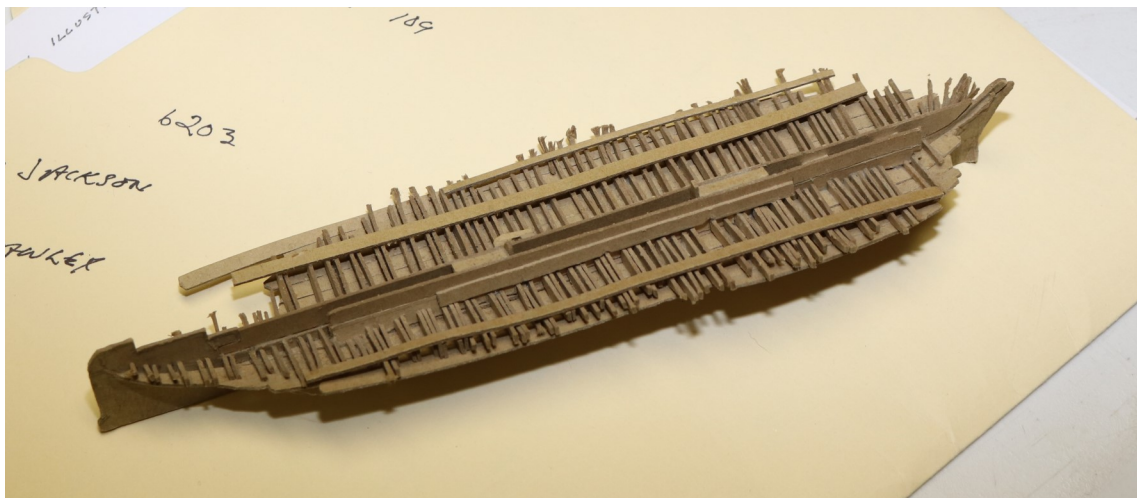
### Amelia

#### Hudson River Sloop, 1840

#### Scale 1:48, Syren development

Bill Brown

Bill and Chuck Passaro are working on a new project for Syren. The boat is a typical Hudson River Sloop that was built in 1840. Tom Ruggiero, Bill, and Chuck researched the model at Mystic Seaport last year. This is a typical Hudson River sloop with a drop keel, single mast with a large boom. Bill notes that Pete Seeger had a replica built called the Clearwater that still exists. Mark Peckham is a renowned expert on this craft. Mark advised Bill that a shipwreck had been found of one of these craft that were converted to a schooner. The wreck is in Philopen Creek at Fort Montgomery, New York. Bill related that as time went on and to compete with steam powered craft the many sloops were converted into schooners and, subsequently, many of them became barges that were towed by the steam powered vessels. Pictured below is a model of the wreck as she sits on the bottom. It specifically shows how the drop keel is located to the side of the keel rather than passing through it. Mark said that this a wreck of the Robert Emmet. Mark found that it was built in 1867, but he thinks that that might be the date of a rebuild rather than the original date. Mark said that the centerboard offset the keel so that the keel wasn't pieced making it was much stronger. The frames fir solidly into the keel and opposite the centerboard was a log to take the frames in that area. Also, when these were converted to schooners, the now foremast was stepped to one side of the keel to balance the weight of the centerboard. Mark said that there was a second wreck at the site that was destroyed by ice. It was the Asher S Parker and it is notable that she too had the drop keel mounted on the side of the keel. Bill will research to get any details on this craft that could help with his work on Amelia. This will be an interesting project.



# 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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