

THE BROADAXE

NEWSLETTER
of
THE SHIP MODEL SOCIETY OF NEW JERSEY
Founded in 1981



Volume 28, Number 8

August, 2010

MINUTES OF THE REGULAR MEETING July 27, 2010

The meeting was called to order by President, **Bob Fivehouse** at 7:30 PM with 15 members present. There were no guests this evening.

Comments, questions and/or corrections to the July issue of the Broadaxe were requested. There being no corrections, the July 2010 issue of the Broadaxe was accepted into the minutes.

Al Geigel, Treasurer, presented his annual report on the Club's finances. During the year, a total of 50 Club hats were sold (we still have many hats available for purchase). The December White Whale auction netted the Club over \$300 and after all expenses, we finished the year with a slight surplus. There being no comments or questions, the Treasurer's Annual Report was accepted into the minutes.

The members were reminded that with the start of our new fiscal year, annual dues must be paid by each member if they wish to maintain their regular member status. The dues for the current fiscal year remain at \$20.

Tom McGowan informed the members that he had arranged for the Director of the Library, Bill Swinson, to address the members this evening regarding the use of the library for our modeling related books and publications. Once again, Mr. Swinson was a no show. A discussion ensued regarding this issue and the consensus was that we would no longer consider using the Millburn Library as a repository for our modeling books. A committee was then formed to come up with a workable solution for providing model reference material to our members. The committee members are: **Tom McGowan, Chuck Passaro, Tom**

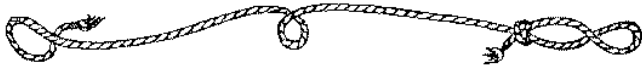
Ruggiero and **Bill Farrar**. The committee will present their recommendations at a future meeting.

Tom Ruggiero discussed the recent Club trip to Annapolis to see the newly renovated Prebble Hall at the Naval Academy and its model display. Their tour guide was Grant Walker. Don Pruell gave a tour of the model workshop. Tom noted that they have done a fantastic job with the displays and anyone in the Annapolis area should make a point of visiting the new display. **Roy Goroski** added that they have included full scale mannequins, all in white, by several of the models and each model has a complete story attached to it explaining how, why and who built the model.

Bob Fivehouse recounted his just completed trip to the west coast to pick up his models in San Diego and the great exhibits available for viewing at the San Diego Maritime Museum such as the steam yacht *Medina*, the USS *Midway* and the replica HMS *Surprise*.

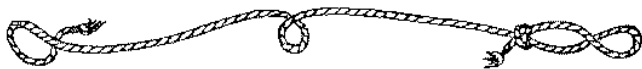
Henry Schaefer asked if any model displays have been scheduled for the coming year. We have none scheduled as yet. **Ken Schuetz** said he will contact the Morris County Library and **Roy Goroski** will check with the Paterson Museum regarding possible model displays.





BOOKS AND PUBLICATIONS

Don Otis reviewed 3 books for us tonight. The first book was titled "Naval Miscellany" written by Angus Konstam and published by Osprey in 2010. It's everything you ever need to know about nautical trivia. In Don's words – "If you were to play a game of Naval Trivial Pursuit, this is your essential reference work". The second book, "Sovereign of the Sea: The Quest to Build the Perfect Renaissance Battleship", also by Angus Konstam, published by John Wiley & Sons, Inc. in 2008 brings together the development in Europe of early square rigged ships of war. Some were successful, some dismal failures, which led to the 1637 *Sovereign of the Seas*. It's a very good read. The final entry, "His Majesty's Royal Ship: A Critical Edition of Thomas Haywood's "A True Description ...", edited by Alan R. Young and printed by AMS Press, Inc. NY in 1990 is not worth purchasing. As Don points out – "Nine tenths of the book is pure political B.S. and gobbledegook". Now tell us what you really think of the book, Don!

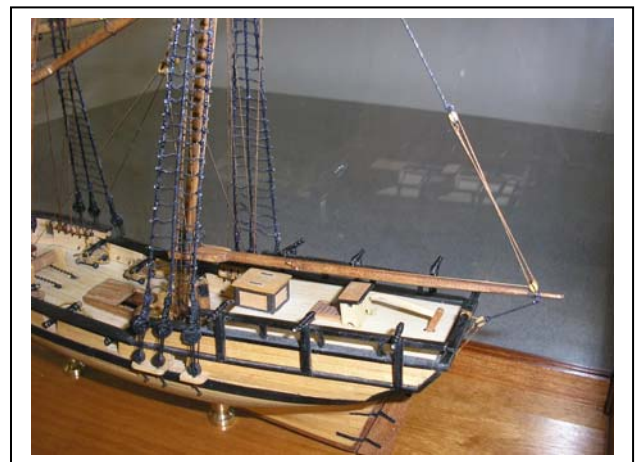


SHOW AND TELL

In keeping with our very light attendance this evening, we had only one model brought in for Show and Tell – aah – the summer months!

Ed Hegstetter brought in his completed and beautifully cased model of *Sir Edward Hawke*, a Marblehead Schooner built for the Royal Navy in 1767. The model is scratch built in 1:96 scale. Ed constructed the hull using the

Harold Hahn method using the frame patterns contained in "Ship Modeler's Notes" published by the Nautical Research Guild in 1979. It took many years in the making with many intermissions. Ed noted that he used ebony for the whales and other features. He laminated it for the whales as it is an extremely difficult wood to bend and to cut.





TECH SESSION

Coming in as pinch hitter once again, **Tom McGowan** provided a short demonstration of making a custom molding scraper from a single edge razor blade. These scrapers are extremely useful for creating decorative moldings on various hull and rail components. The basic tool used is a Dremel rotary tool with an abrasive disc as the cutting tool. Small jeweler's files can also be used to fashion the shapes by hand. When using the Dremel, safety goggles are a must as the razor blade and abrasive discs are easily broken. In Tom's haste to put together this tech session, he forgot to bring a vise to hold the razor blade so he just put a couple of notches on the edge of the blade while holding it in his hand – **DO NOT TRY THIS AT HOME!** After the edge has been satisfactorily shaped, you scrape it along the top of a piece of material that's wider than the final molding width which will then be trimmed to the correct width on your micro table saw. **Chuck Passaro** demonstrated an alternative scraping method. Instead of scraping the blade along the wood, Chuck suggests holding the scraper stationary in one hand and pulling the wood through the scraper with the other hand as if it is a draw plate. This method offers better control of the cuts. **Tom Ruggiero** noted that many people use old hacksaw blades for the scraper instead of razor blades.

Our thanks to Tom McGowan for coming up with this useful shop tip!

The meeting adjourned at 9:40 PM

Future Tech Sessions Future Tech Sessions

AUGUST 24, 2010 - TO BE ANNOUNCED

SEPTEMBER 28, 2010 - TURBOCAD DEMO –

Mike Gutsick will demonstrate his use of TurboCAD on a current project – Mike has obtained 2 full copies of TurboCAD v.14 Deluxe which will be given to 2 lucky members at the meeting, along with training material



FROM THE EDITOR

I would like to take this opportunity to remind everyone that it is once again time to ante up your dues! It's easy to overlook and Al Geigel is not going to hound you to pay up, but please make his job a little easier and see him at the next meeting you're at. It's your dues that pay for our operating costs such as our web site, our meeting location and of course, this wonderful and fantastic publication! Thanks! I am also appealing to all of you to help out Tom McGowan. As vice-president, he is responsible for lining up tech sessions for each meeting. Since 3 months are taken up by the auction and 2 Bring A Model nights, we need volunteers to come up with tech sessions for the remaining 9 months. It's unfair to Tom to expect him to fill in the gap because no other member has volunteered to run a tech session. You don't need to be a contributor to Ships in Scale to be qualified to run a tech session, just a desire to share what you have learned in your own model building experience with the rest of us. So as Tom stated at the July meeting – "It's time to "MAN UP" guys" and let's get more tech sessions lined up!

Mike Gutsick

The '**BROADAXE**' is published monthly by The Ship Model Society of New Jersey, 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.njshipmodelsociety.org> where a Web version of the **BROADAXE** can be found. The **BROADAXE** is distributed by both US mail and e-mail in PDF format.

Regular meetings are held on the **FOURTH Tuesday** of every month at 7:30 P.M., at the Millburn Free Public Library, 200 Glen Avenue, Millburn, 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 e-mail. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

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1 A few drops of thinner applied with a paintbrush will soften the problem-causing paint in the threads.



2 Slip-joint plumber's pliers will give you plenty of extra leverage, but be careful not to bend the cap or break the bottle!



3 Wiping down the bottle threads after every painting session will keep things from getting stuck in the future.

Matthew Usher photo

Opening stubborn paint bottles

Nothing is more frustrating in the model-building world: You're half-way through your latest project, and after digging out just the right color from your collection of paint bottles, you find the cap stuck to the bottle. It won't budge, no matter how hard you try. What do you do?

Properly stored, model paint will last a long time (I have several bottles in my collection that are almost 20 years old.) But the longer bottles hang around and the more you use them, the more likely you'll have one that will stick shut.

It only takes a tiny amount of dried paint in the bottle's threads to lock things up tight. To loosen the stubborn cap, turn the bottle upside-down and flow a little

paint thinner into the cap using a paintbrush, **1**. Using the thinner that's appropriate for the brand of paint in the bottle usually works best. Let the bottle sit for 15 minutes so the thinner can do its work. Usually the problem paint will soften enough to allow you to remove the cap.

If it's still stuck or only turns a little bit, you might need more leverage. A big pair of slip-joint plumber's pliers may do the trick, **2**. Wrapping the cap with masking tape will keep you from scratching it and will give the pliers' jaws something to dig into. Never squeeze hard enough to deform the cap; you'll run the risk of ruining it, or worse, breaking the glass bottle. If things don't budge (or don't budge

enough) try another application of thinner and try again with the pliers.

Did it finally open? Good! Here's how to keep it from sticking shut again. Dip a piece of clean paper towel in thinner and wipe down the lip of the jar and inside the cap, **3**. As you wipe the bottle, wipe from the inside of the lip toward the outside, so the dried chunks of paint you loosen won't fall into the bottle. Lots of gunk will come off, and you may need to make two or three passes with fresh thinner until everything's clean. Getting in the habit of wiping down the jar after each painting session will keep those lids turning freely so your paints will be ready to go when you are. **FSM**

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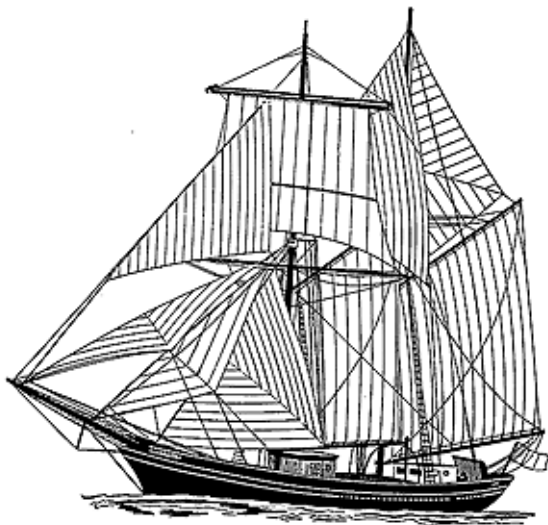
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NEXT MEETING:

August 24, 2010

7:30 PM

MILLBURN PUBLIC
LIBRARY

To Be Announced