

# THE BROADAXE

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



Volume 28, Number 10

October, 2010

## MINUTES OF THE REGULAR MEETING September 28, 2010

The meeting was called to order at 7:40 by **Bob Fivehouse**. Unfortunately, there were no guests present. The members were urged, as usual, to keep their roster information up to date. For the 88th consecutive time, the Broadaxe was deemed outstanding, and our thanks continue to be extended to Mike Gutsick.

**Al Geigel** presented the treasurer's report. There being no questions or comments, the Treasurer's Report was accepted into the minutes. Members are reminded, urged, even pleaded with, to pay their dues.

**Mason Logie** gave us an update on the proposed trip to the Brooklyn Navy Yard. Mason has been in contact with the Urban Oysters group and has come up with a proposal that takes into account the limited number of members who have indicated they will go on the trip. Urban Oysters indicated that there is another group that has booked a special tour for Sunday, November 14. They suggested that our members join that tour. This would include a visit to the dry docks where the Arizona, Missouri and Iowa were built. The group would also visit tool shop number 23 where German U. boats were dissected after World War II. The price for the tour, including the bus, will be \$30 a person. A quick head count indicated that nine or 10 members present were interested in going. **Dan Pariser** will canvass the members of the New York club to see if any of them want to go. The tour takes approximately 2 1/2 hours, and because the group travels by bus, does not involve an excessive amount of walking. A car pool will be arranged at the October meeting.

Mason Logie also told us about a visit he paid to the John Noble Museum at Snug Harbor Cultural Center on Staten Island. This was a home for retired sailors from the mid-1800s to the 1960s. The assistant curator had a very interesting surprise for Mason. She told him that they had been cleaning out the museum and then made an interesting discovery in the attic. The discoveries had been moved to the basement and she invited Mason to take a look. What he saw was a large number of models made by the retired sailors. Some showed signs of deterioration and others were in relatively good shape. Models ranged from sailing ships to replicas of World War II vessels. Mason suggested that the club might want to take a tour to view the models as they are being catalogued. It was suggested that touring the museum and the Brooklyn Navy Yard on one day would make a wonderful outing.

**Tom McGowan** brought up the subject of a club library. While a committee has been formed, Tom felt that it was a little unwieldy, and suggested that he write a letter to **Olie Eriksen** asking him to address our concerns about the maintenance of the library and its accessibility. While the arrangements with Olie are being explored, Chuck Passaro has volunteered to scan the book titles so that we can have a computerized database of what is available. Tom pointed out that the club has a reasonable excess of funds and that it might be a good idea to use part of that money to purchase a book or several books every year to add to the club library.

**Tom Ruggiero** reminded us that he still has very handsome hats, embroidered with the club logo, for sale. Tom attended the nautical research Guild convention in Annapolis. He had a very good time and felt it was one of the better conventions, with very enjoyable excursions to the Washington Naval Yard and Museum, the Naval Academy and Museum, and St. Michaels, Maryland. There were two days of interesting seminars and a good range of models and vendors. Tom particularly enjoyed meeting and talking to many N.R.G. attendees. Next year the N. R. G. Conference will be held in San Francisco. Tom gave us some good news about museums in England. The national Maritime Museum, which had put most of its models in storage, is now going to make them available at a new museum in Chatham. Also, as an example of bad news, good news, the Science Museum has run out of remodeling funds and as a result will not be putting its ship models in storage, meaning that they are still available for us to enjoy on our next trip to London.

**Bob Fivehouse** has been in contact with the Morris County Library and has arranged for an exhibition of the Club's models for September 2011. Our Club put on an exhibit several years ago to which many members brought their models and it was a huge success. Bob asked that we form a committee to be in touch with the person in charge at the library to discuss the exhibition space and other concerns, such as an adequate number of tables. Four members agreed to be on the committee; **Al Geigel, Bob Fivehouse, Dennis Powell, and Ken Schuetz**. We hope that we'll be able to arrange for more publicity than last time. Some embellishments were suggested for next year's exhibition. **Roy Goroski** suggested a demonstration of shipbuilding skills. It might also be possible to show various Club and modeling activities on a DVD.

**Jim Caulkins** has managed to come up with a nice supply of drafting linen. Linen is one of the recommended materials for making model sails. The

linen Jim has acquired is used and would have to be reconditioned. It was suggested that boiling the linen would remove the wax and ink and make the linen usable. Instructions for this procedure can be found in the NRG shop Notes volume 1. Jim was asked to hold on to the linen, and bring it to the White Elephant Auction in December.

**John Marinovich** informed us that the French are building a replica of the ship *Hermione*. This is the vessel that brought Lafayette to the colonies during the Revolutionary war.

**Dan Pariser** has read that a \$5.3 million donation has been given to the SS *United States* trust to aid in the preservation of this mid 20th century liner. The present owners are willing to sell the ship for \$3 million with the condition that the remainder be used in the ship's preservation. Dan lamented that at the same time no money has been donated for the preservation of the USS *Olympia*, a late 19th century warship.

**Bob Fivehouse** gave us some *Titanic* news. The granddaughter of one of the ship's officers passed away recently. He is reported to have told her of two mistakes made on the night of the fatal accident. The first mistake was that when told to steer away from the iceberg, the helmsman, mistakenly, steered toward the iceberg. The officer of the deck noted the error and ordered the ship turned in the opposite direction. The second mistake was to keep the ship steaming ahead when it should have been brought to a halt as soon as possible. Steaming ahead would have forced more water into the ship and might have exacerbated the damage.

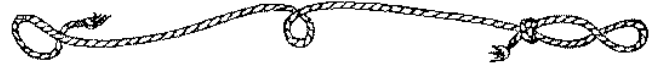


## BOOKS AND PUBLICATIONS

**Mike Gutsick** brought in two books which he is using to help him in building a model of a Barnegat Bay Sneakbox. The first book, called "The Barnegat Bay Sneakbox – Its History, Design and Construction" is a compendium of several articles dealing with this particular small boat. The book was published by D.N. Goodchild, Philadelphia, in 2001. It provides line drawings and construction details for several models running from 12' to 15'. The second book, "Building Classic Small Craft – Complete Plans and Instructions for 47 Boats" by John Gardner and published by McGraw Hill in 1997 includes a chapter on building a 14' Sneakbox. Mike found both books very helpful in devising a plan to construct his particular version of the Barnegat Bay Sneakbox.

**Steve Fletcher** showed us a book titled "Ships

in Bottles", written by John Leopard and published by Blandford. This is a re-issued guide to help those starting out building ships in bottles. It gives very simple step-by-step instructions and then has several building projects at the end. It was suggested that a beginner might start with submarines.



## TECH SESSION

This evening's tech session was presented by **Mike Gutsick**. Using his laptop computer and an LCD projector, Mike illustrated his use of the TurboCad drawing program to draw his templates to construct the 11 frames and transom for his model of a Barnegat Bay Sneakbox. Mike explained that he was initially frustrated with the program each time he opened it. Never having worked with a CAD program before, he found the desktop and tool buttons overwhelming and didn't know where to begin. It was only after purchasing a TurboCad training manual from CadCourse.com and following the chapters which took you step by step in drawing a microwave oven that he became familiar enough to use the program. It took about 6 to 8 hours to complete the course. Mike explained his reasons for wanting to draw the frame templates. The plan scale was  $1\frac{1}{2}'' = 1'$  and he wanted his scale to be 1:12. He could have the plan reduced but then would still need multiple copies for each section template and would still need to complete each station drawing as the plan only reflects half of the frame. Having learned the basics of TurboCad, he could draw each full frame and transom template and print off as many copies as needed. Mike opened up several drawing files and explained that in the drawing area, you are drawing in full scale. He could use the actual measurements from the table of offsets included on the plan. He also explained that each drawing element is in its own layer so that each template could be viewed separately. Once the drawings are complete, a view is created and inserted into the paper space tab where you layout what you want printed. Mike created 4 views in the paper space so that 4 templates could be printed at a time. Mike pointed out that it is in the paper space view that you determine the actual scale you want. By fixing the scale at 1:12, all of the frames would print out at the correct scale. Mike then illustrated TurboCad's ability to import a raster file (bmp, jpg, etc.) into a drawing and then resize the image into full scale. You could then trace over each section line with the polyline tool and use the mirror image copy tool to complete the full body

section.

For those members with computers, the tech session hopefully answered some questions about the usefulness of using a CAD program. For those members who do not have computers and probably never will, it provided some useful nap time! As part of the demo, Mike made available 2 copies of TurboCad which he had purchased from cadandgraphics.com (at only \$9.99 apiece!) to interested members. Congratulations to Michael Storch and Tom Ruggiero who won the free copies!



## SHOW AND TELL

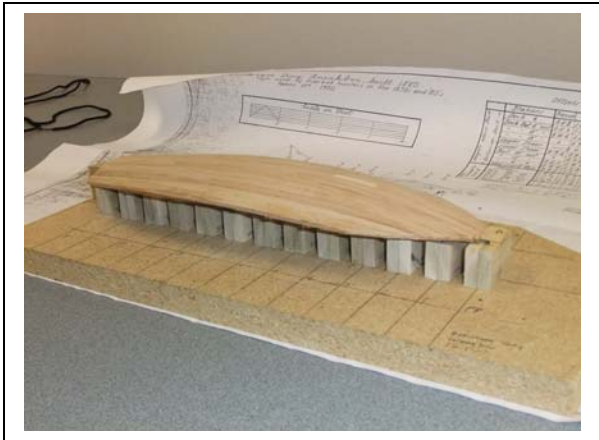
**Chuck Passaro** gave us some interesting information about staining basswood. Chuck went to the Parsons School of Design. He visited one of his old instructors to get information on staining wood. He wanted to make cheap basswood look like expensive boxwood. A formula that works well is 50% natural and 50% golden oak Minwax stains. The instructor told Chuck that whatever stain is being used should be mixed with the natural. The natural has a heavier consistency and works to prevent uneven absorption of the stain. Before using the stain on a porous wood like basswood, a sanding sealer should be applied to get even penetration and avoid blotches. Chuck told us to wait five minutes after applying the sanding sealer and to then apply the stain. To replicate the color of pear wood, mix 40% fruit wood stain with 60% natural.



**Mike Gutsick** showed us his model of a Barnegat Bay Sneakbox built using templates generated with TurboCAD and using the H. Chapelle drawing of an 1880 Sneakbox as the basis for his line drawings. The model is built to 1/12 scale, making it 12 inches long. It has 11 frames made of cedar. The planks are also cedar except for the keel plank which is made of yellow pine. Mike used TurboCad to determine how high the blocks



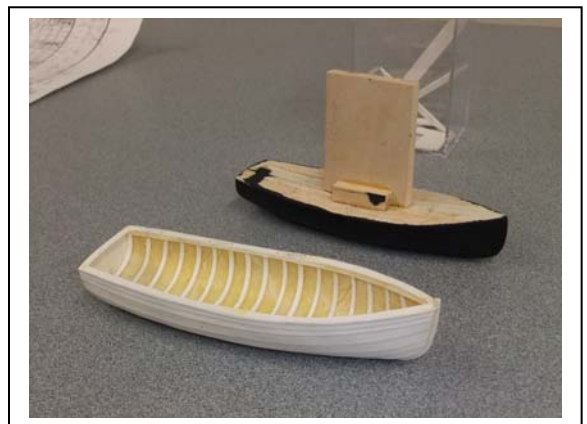
should be that determine the sheer. Mike milled all of the stock to scale using his Microlux table saw and Model Machine thickness sander.



**Ernest Connor** showed us four brass ship replicas that he bought on vacation.



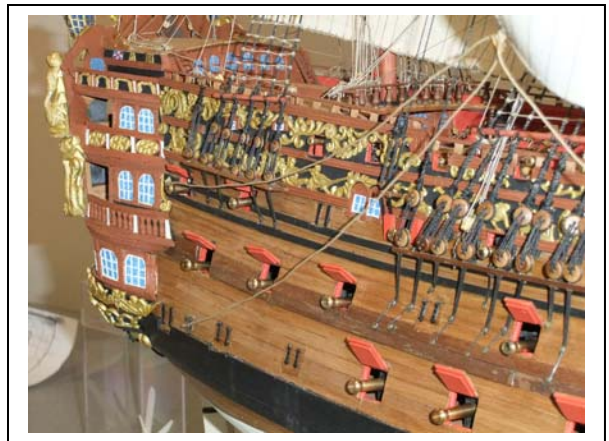
**Bob Fivehouse** is building a rowboat for an outdoor train set. Rather than using wood or plastic, he is using paper. He formed the plug, painted it black, sealed it, covered it with plastic wrap, and then mounted it in a vise. Bob covered the plug with plain tissue paper dipped in wood glue. Bob put on one layer a day, alternating the direction of the paper for strength. There are about eight layers in his rowboat. When this was dry, Bob removed it from the plug, removed the plastic wrap and put the rowboat back on. He then sanded the paper till it was smooth. Because the plug was black he could see if he was making the shell too thin. He then took Bristol board and planked the whole thing. Bob detailed the interior entirely with Bristol board. Bob suggested that white glue might be a better choice than wood glue because the wood glue made the paper as tough as fiberglass.



**Tony Alworth** brought in the masts and bowsprit from his ongoing *Syren* project. Tony feels that models look too pretty sometimes and he wants his to look as they would in use. He is not happy with the blocks included in the *Syren* kit, so he purchased new blocks from Warner Woods. Tony is looking forward to the rigging which is his favorite part of ship modeling.



**Don Otis** brought in his model of the *Royal William*. He remembers that several years ago Dan Pariser commented on the color of the shrouds and stays on Don's models. Don had been using the material provided by the kit maker. Since then Don has made an effort to reproduce the tarred ropes of the original. At a White Elephant Auction several years ago, Don purchased a large spool of cable laid black thread which he is now using. Don has so much of it that he has offered to make some of it available to anyone who needs it. The *Royal William* is complete except for the anchors, some coils of rope, perhaps some oars, and a general cleaning. The flags on his ship are correct for their time. They include the ensign, the flag of the Adm. of the Red, the Royal standard, the flag of the Lord High Adm., and the Jack. Don modeled the *Royal William* with all sails set though this would likely never have happened in reality. Don's flags came with his kit but he pointed out that authentic flags can be bought from Loyalhannah Dockyards. Don worked on his sails while recovering from hernia surgery, showing that good planning is essential to ship modeling. His sails are old cotton broadcloth, stiffened with a mixture of 50% glue and 50% water. Don used a product called stitch witchery to form the seams around the edges of the sail.



**John Marinovich** is working on a model of a barge. His father and he made a model of New York Central tug number 18. John found a picture of his mother being held by his grandmother on this barge, where she was born. She spent the first five years of her life on a barge. John thought it would be neat to have the tug he and his father built, push around the



barge on which his mother was born. Since his mother loved flowers, his barge will have flower boxes. The next step will be to add deck fittings. John can't decide whether to cast them or to turn them out of brass. There is a plastic panel which allows you to see the internal construction of the barge. The model will include details of the living spaces. The plans are from David Sharp who has a restored barge that can be visited up in Albany. John used a Dremel multimaster to cut the square openings for the hatches.

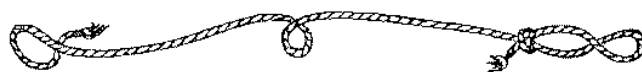


The meeting adjourned at 10:00 PM

## Future Tech Sessions

### **OCTOBER 26, 2010 - BRING A MODEL**

**NIGHT** We expect to see some **LARGE** models on display this evening!



### FROM THE EDITOR

As noted earlier, the Club has a scheduled visit to the Brooklyn Navy Yard on November 14<sup>th</sup>. The tour will begin at 1:30 PM and will cost \$30 per person. Interested members will need to provide their own transportation to the Navy Yard, however. About 11 members expressed an interest in going. In addition to the dry docks and buildings to see, Urban Oyster, the tour sponsor, informed Mason Logie that they will also have numerous pictures of vessels built at the Yard, including the *Missouri*, *New York* and *Arizona* (on the launch ways) along with illustrations of *Maine*, *Niagara* and *Monitor*. We will be discussing the trip at the October meeting and hopefully setting up some car pools. It would be helpful to Mason to get a head count so if you will be going, please let Mason know (e-mail [mlogiejr@aol.com](mailto:mlogiejr@aol.com)).

*Mike Gutsick*

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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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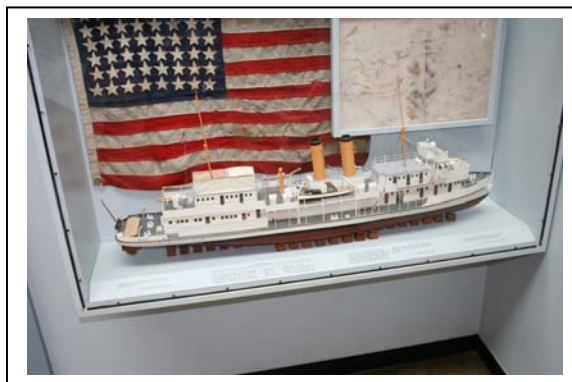
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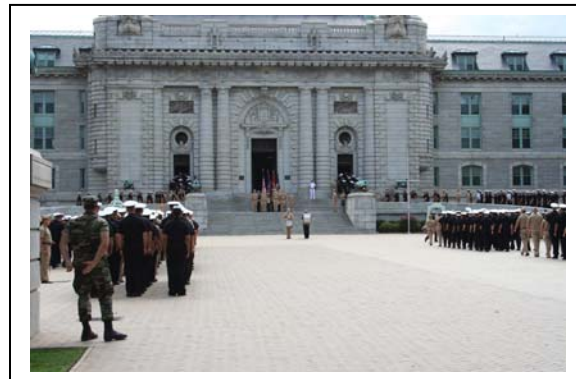
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*Some Photos from the NRG Conference in Annapolis, courtesy of Tom Ruggiero*

*For those who missed it, some photos from the NRG Conference*  
*Courtesy of Tom Ruggiero*







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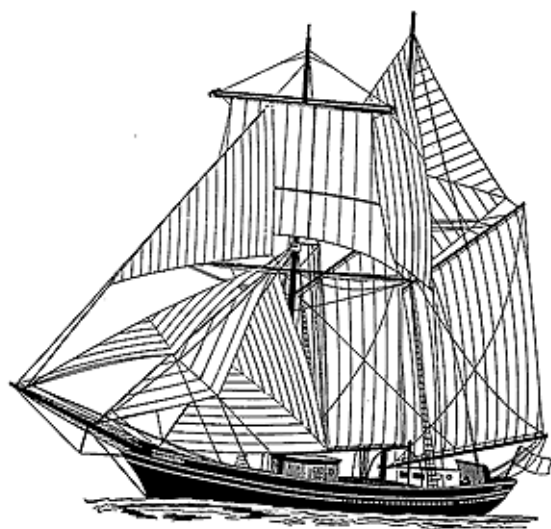
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## **NEXT MEETING:**

**October 26, 2010**

**7:30 PM**

MILLBURN PUBLIC  
LIBRARY

**BRING A  
MODEL NIGHT**