

THE BROADAXE

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



Volume 29, Number 9

September, 2011

MINUTES OF THE REGULAR MEETING August 25, 2011

The meeting was called to order by club president **Bob Fivehouse** at 7:35. There were 31 members and three guests in attendance. The first order of business was to thank **Tom McGowan** for hosting our 30th anniversary picnic at his house. Tom and his wife Julie put a lot of effort into making the afternoon a success. They got the grounds ready, provided wine and made the catering arrangements. It was a wonderful venue for a delightful afternoon and several members hope that this can become an annual event.



In order to shake things up a bit, the order of the meeting was changed so that show and tell came first, then club business, the refreshment break, and finally, the tech session.



SHOW AND TELL



The Aberdeen line, famous for its clippers, named its ships for Greek heroes and battles. *The Aberdeen line* was one of the first companies to sail on a regular schedule. They were also among the first to use triple expansion steam engines, which hastened the end for ships relying solely on wind power. **Bob Fivehouse** is working on a model of the *Miltiades*. The prototype was built in 1903, displaced 6795 tons, was 490 feet long overall and had a beam of 55 feet. Bob's model is built to 1: 600 scale or 1 inch equals 50 feet. Bob passed around the complete set of davits, which he made out of twisted wire. The decks are made of holly and Bob is using *Gold Medal* photo etched railings. (Bob will do a tech session explaining ships engines at a future date).



Ron Hollander showed us a *Lionel* speedboat, 17 inches long, built in 1935. It's part of his collection of *Lionel* trains. Ron read the advertising copy to us and one of the claims was that the rudder could be set so that the boat would run out 100 feet and then turn around and come back. Since Ron has no intention of putting this valuable collectible into the water, we will just have to take Lionel's word for it. Using the key, which he still has, Ron wound the motor up and let it go. Happily, 75 years later, it still works. Ron estimates its current value at around \$600, quite an increase from the original \$3.50 price.



Larry Friedlander brought in his model of the *Hannah*. All the full frames are done and he is now working on the stern timbers. One of the differences in building a scratch built model is that, having built the original pieces, if more are needed because of breakage or a misfit, it is a simple matter to produce new ones. Larry uses templates made of plastic sheet purchase from JoAnn's fabrics. To test the fit of parts, he uses a rubber cement from *Microscale Industries* which will hold the part firmly enough to allow modifications to be made.





Last month **Allan Yedlinsky** brought in a copy of his recently published book, *Euryalus*, 1803. This month he brought in the model itself. The *Euryalus* was a British 36 gun frigate built in 1803. Allan's plank on frame model is built to quarter inch scale. Allan is working on the upper deck, which is now all framed in. The starboard side of the model will be planked over but the port side will be left open so that the construction details will be visible. Allan is using the specifications of the contract to make sure that the details of the ship's construction, such as the king planks, waterways and the top and butt planking of the wales, are accurate.



Frigate **EURYALUS** and HMS **VICTORY**, the Beat Down-Channel, September 1805

www.jrusselljinishiangallery.com

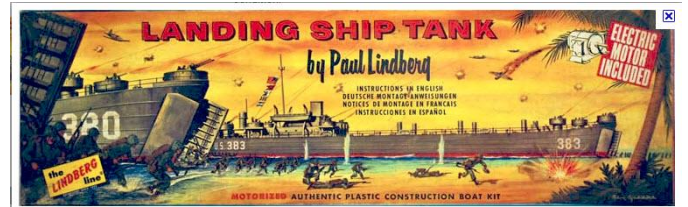




Several members of our ship club are building Chuck Passaro/*Model Expos*, version of the *Siren*. One of them is **Ray Vernon** who brought in his model, which has progressed up to chapter 6. Ray used copper stained-glass tape, embossed in a jig, to copper his hull. Ray pointed out that even the prefabricated elements of a kit require adjustments to make them go together properly.



In the late 1940s the U.S. Navy evacuated ethnic Koreans from China and repatriated them to Korea. One of these people, a two-year-old girl, is now **Mason Logie's** significant other. To commemorate that sealift, Mason is building a model of a U.S. Navy *LST*. Over 1000 such ships were built during World War II. Mason is building a 1950s *Lindberg* model, which will need a lot of superstructure scratch building to bring it up to modern standards. We hope he won't repeat his childhood exploits and blow up his model with an M80 firecracker.



BOOKS AND PUBLICATIONS



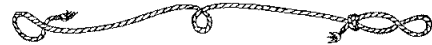
One of our guests, **Pat Winship**, brought in a pair of books autographed by Heinrich Lehman Willenbrock, a second world war U-boat commander upon whom the movie “Das boot” is based. One of the books is “U-boat design from World War I to the opening of World War II” , written, of course, in German but of interest because it has excellent schematics. The other is “Lehrbuch der Navigation” which was used by Capt. Willenbrock on U-256. Both these books show the stains and scuffs of long and hard use. Ms. Winship bought the books on eBay from the captain's widow as a present for her son's 13th birthday.



Lending Library

Here is an ongoing reminder about our lending library. This is a fantastic resource that we as a club have made available to our membership. It's there for the taking so feel free to make use of it.

<http://www.shipmodelsocietyofnewjersey.org/club-library.php>



OLD BUSINESS

Tom Ruggiero brought in the *Aristocraft Embroidery* catalog, which sells various items with customized logos, from which we bought our caps. Several members have expressed interest in purchasing other items of clothing with the club's logo. Tom will pick two or three items he thinks will be of general interest and members wishing to purchase them may order them and pay in advance. The pay in advance feature is to prevent a recurrence of our hat situation. (Yes, we still have hats for sale).

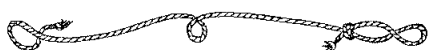
Tom also gave us a short report on the *Nautical Research Guild* conference in San Mateo. Tom gave the conference a rating of “okay”. Tom enjoyed the lectures very much but felt that the location and transportation facilities were not optimal. The *NRG* use this opportunity to announce the winners of its first photographic model contest. The winner was, in effect, a rowboat. While Tom admired the skill and craftsmanship involved, he seemed to feel that they were other entries more deserving of the gold-medal. Next year's conference will be held in Portland, Maine.

NRG: <http://www.thenrg.org/>

See what you missed in San Francisco: <http://www.thenrg.org/pdf/2011Conference.pdf?nauticalresearchguild=3daac7dbec5e1e5d23cfdbdf34d7ec1>

Ken Schuetz reminded us that models had to be picked up from the Morris County library. One of our goals for the Morris County library show was to demonstrate the various ways to build ship models. Ken told us that a lot of people saw our models and the show has to be regarded as a success.

Please let **Larry Friedlander** know if any changes are necessary to the roster.



NEW BUSINESS

Hans Gottschalk, another guest, introduced himself. Hans is an avid cyclist who wanted to do something completely different and so about 10 years ago started building ship models. He is working on one now and we hope he will bring it in and show us his progress.

Since this was **Ron Hollander's** third visit he became eligible for membership. The question was put to the club and he was accepted as a member unanimously. We hope that peer pressure will persuade him to build a wooden model of a locomotive with sails and cannon.

Editor's Note: Ron, you would look really good in one of our blue caps [just a thought]

At this point we paused for refreshments.

Ed Hegstetter has volunteered to join the joint clubs conference committee and to be in charge of contacting vendors. The members of the committee are **Al Geigel**, **Tom Ruggiero**, **Michael Storch**, and Ed.

Dennis Powell would like us to know that the *Dollhouse Factory* in Lebanon New Jersey has a very good supply of dimensional wood and other items that might be useful in shipbuilding.

<http://thedollhousefactory.com/shop/>

Roy Goroski spotted our very own club member, **Nick Starace**, on TV. Roy tells us that Nick had a part on the TV show "What Would You Do" with John Quinones, playing the role of a shoplifting senior citizen.

Tom McGowan informs us that Jim Byrnes, manufacturer of the famous Byrnes saw, is coming out with a motorized ropewalk based on a prototype by David Antscherl. Tom would like to know if there are other club members who are interested in a shared purchase since rope walks are devices that are rarely used over long periods of time. (For a dissenting opinion on purchasing the Byrnes ropewalk, see the tech session report below.)



Byrnes Model Machines:

<http://www.byrnesmodelmachines.com/index.html>

Larry Friedlander suggested that we have an annual picnic. The one we just had at Tom McGowan's house was a success. Everybody who attended had a good time (excepting a few minor accidents). We could modify it by doing the catering ourselves, which would make it an affordable proposition.



TECH SESSION

Chuck Passaro gave a demonstration of how to use the Model Expo ropewalk. Chuck pointed out that it is not necessary to buy a \$400 ropewalk from Jim Burns in order to successfully create ropes in many different sizes. To begin the process of creating an authentic-looking rope or cable in model scale, Chuck clamped each piece of the ropewalk to the opposite ends of a long table, tied three pieces of 100gauge cotton thread to the eyelets at each end, and moistened them with water-based child's glue. He then began the first phase of making a rope by using the geared end to twist the three strands independently while moving one end of the ropewalk closer to the other to compensate for the thread's shortened length.



When he had determined that enough twist had been applied, he stopped turning and clamped that end to the table. He then went the other end, unclamped that, and rotated the threads in the opposite direction which caused the three threads to come together and form a rope. The glue applied earlier helped prevent unwinding. Before cutting the rope from the ropewalk, Chuck tied a piece of thread around each end of the rope to also assist in preventing unraveling. Chuck then gives the rope a light spray of a water/glue solution to help the rope keep its set. The rope is then cut loose and allowed to dry. To give the rope the various colors needed for rigging a model, Chuck uses General Finishes water-based stains diluted with reducer. He uses reducer because the dyes are very bright and the color without the reducer would look unnatural. Chuck has very kindly donated his ropewalk to the

club and members who want to use it should get in touch with him and he will bring it to the next meeting. Thanks go out to Chuck for an informative and entertaining tech session, the donation of the ropewalk, and his continuing efforts on behalf of the club.



UPCOMING TECH SESSIONS

To Be Announced

No Tech Session is scheduled for October. October is "**Bring Your Model Month**".

Ongoing reminder, that Tom McGowan is asking for **volunteers to give future tech sessions**.

If there is some facet of the hobby that you can tell us about, have an idea for a tech session or are interested in learning about one of the multitude of tasks that go into the creation of a ship model please contact **Tom McGowan**.



"Soundings From D-Deck"



The meeting was adjourned at 9:35.

HANNAH GROUP MEETING

Dennis Powell generously hosted the Hannah Group meeting at his house. Progress on the model is very uneven but the sharing of experience and camaraderie is very enjoyable. The next meeting will be held at **Tom Ruggiero's** house on Saturday, November 12 at 10AM.

Just a reminder of Upcoming events

Monmouth University: The Arts of Monmouth

POLLAK GALLERY



19th Century Maritime Art *Our History in Paintings*

45 exquisite paintings by famed 19th century marine artists such as James Buttenworth, Antonio Jacobsen, James Bard, Francis Silva, E.T. Baker, William Yorke, and others. Also, prints and photographs will be on display including scenes from New York Harbor and the Jersey Shore.

View the [press release](#) for more information.

OCTOBER 13 - 23, 2011

GALLERY HOURS: Monday – Friday, 9 a.m. - 7 p.m.

GUEST LECTURE:

Thursday, October 13, 2011, at 7:30 p.m., Pollak Theatre
Alan Granby, noted Maritime Art Historian and Author

http://www.monmouth.edu/arts_events/exhibitions.asp

The '**BROADAXE**' is published monthly by The Ship Model Society of Northern New Jersey, a nonprofit organization dedicated to teaching and promoting ship modeling and maritime history. Membership dues are \$30.00 for the first year and \$25.00 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 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 SMSNNJ 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.

The **Broadaxe** is written by **Larry Friedlander**, edited by **Michael Storch**, and distributed by **Dennis Powell**.

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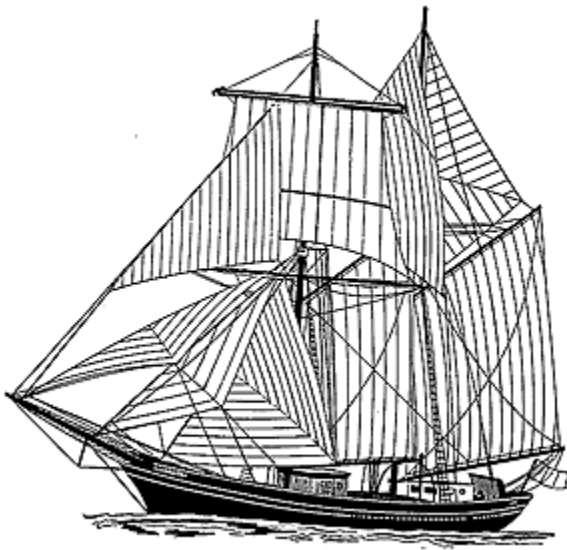
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Newsletter Editor
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NEXT MEETING:

Oct 25, 2011

7:30 PM

**MILLBURN PUBLIC
LIBRARY**

Bring Your Models
[Finished or Unfinished]