

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



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**MINUTES OF THE REGULAR MEETING
September 25, 2012**

Ed. Note: the September Broadaxe is a composite of the minutes from the August and September meetings. Thanks go out to **Chuck Passaro** for filling in for Larry as Secretary at the September meeting, and for taking the meeting's minutes. Our fearless leader, **Tom Ruggiero**, get full credit for this month Broadaxe photographs.



OLD BUSINESS

Defying inflationary pressure, hats remain \$15 apiece. Get them while you can. And...in an effort to clear **Tom Ruggiero's** trunk for other uses, the club is offering souvenir mugs from the 2012 NE. Clubs joint conference at the bargain price of four dollars each.

Tony Alworth's wife owns a quilting shop in Morris Plains (48 Speedwell Ave. Aardvark Quilt shop, next to the Plaza Restaurant) and has generously offered us the use of its classroom space as a club meeting room on the last Saturday of every month up to December of this year. The room is available from 10 in the morning till two in the afternoon. Please bring something to cover the tabletop and to clean up. Thank you Tony!

Chuck Bergman, **Dennis Powell**, and **Mason Logie** comprise the picnic committee. Mason told us that it is very late to make plans for the picnic at the New Jersey Shipwreck Museum. Mason suggested that we might want to have a party at Bahrs restaurant, which is home to many models, built by **Henry Schafer**, **Tom McGowan**, pointed out that that would probably cost every attendee between 40 and \$50, perhaps more than members are willing to spend. A more viable option would be a party given by a club member at his home.



NEW BUSINESS



WEBSITE & LENDING LIBRARY

Website: <http://www.shipmodelsocietyofnewjersey.org/>

Lending Library:

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

Every month our club receives 20 to 30 online requests for books, publications and plans from our library; few if any of which are from members. Posting the contents of the library online seems to create a problem without being a service to the members. If this situation continues, it might make sense to remove the library from our website. It would still be available to members but would not cause difficulties for the webmaster.



BOOKS AND PUBLICATIONS



TECH SESSION



Tech session – Another method for bending planking strips. Presented by **Chuck Passaro**

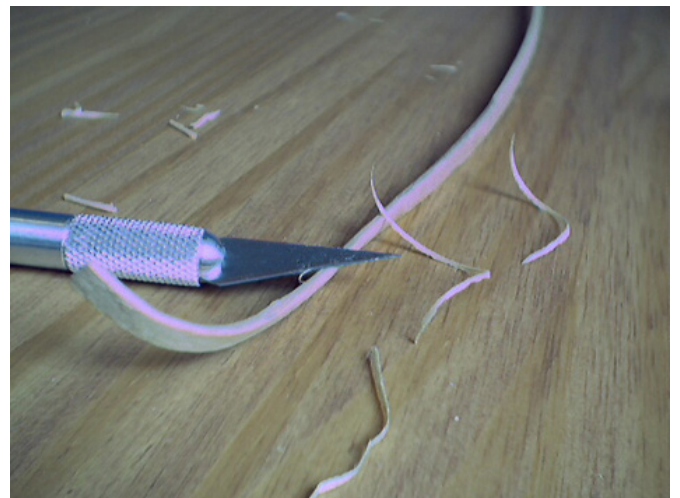
It is possible to pre-bend planking strips to almost shape using heat from a hair dryer. For planking at the bow, a strip must be first bent edge wise. Once you determine the lateral (edge-wise) curve you need, the strip is dipped in water for a few seconds. Then it is clamped down on a float surface. It is important to keep the strip flat. Use as many clamps or other means to bend the strip as desired while keeping it flat. If the plank needs to be tapered at the bow that should be done first before clamping and bending.



Then use a hair dryer on its hottest setting to dry the plank. Make sure you heat it up a lot. Hold the dryer about one inch from the plank. Let it cool down before removing it and it should hold the shape of the curve with little spring-back.



The next step is to bend the plank to match the curve of the hull. This is done the same way. Just clamp the strip to the edge of the table and bend it appropriately while applying the heat from the hair dryer. This takes a little practice but any strip can be pre-shaped so it will sit flat against bulkhead edges without needing to force them while gluing. The strip can be twisted and curved to fit any shape as seen below.



The tech session at the November meeting will be a group presentation on tool sharpening. Barry Rudd, Tom McGowan, Michael Storch, and Larry Friedlander will demonstrate and explain producing a sharp edge on chisels and scrapers. Members are encouraged to bring in their chisels and the presenters will work on as many of them as time permits.



SHOW AND TELL



Jim Lavelle

A little about my background. This is my third model. The first was the Muscongus Bay lobster smack. I had the kit for over 25 years before I finally built it. From there I purchased Bob Hunt's practicum for Model Shipways *Armed Virginia Sloop* and after reading it I bought the kit. That took me 16 months to build but I was happy with the result and was at that point "hooked". Last summer my son helped me build an 8' x 8' room in our basement that is now universally known as "the shipyard." I spend a fair amount of time down there. I still work full time (business systems analyst for ADP in Roseland) so shipbuilding is an evening/weekend activity.

About my Bluenose. I started work on it on 4/1. So far I have spent about 150 hours on it. For reference material I lean heavily on the internet for photos of both Bluenose and Bluenose II. I also have L.B. Jensen's book of measured drawings of the Bluenose II, which I refer to often. Also of (limited) help is the book "A Race For

Real Sailors" by Keith McLaren. In theory my *Bluenose* will represent the original and be set up for fishing, not racing. The Model Shipways kit that I started with does not use a sub-deck. I wanted to use a more authentic decking pattern but found that the bulkheads were spaced too far apart for what I wanted to do so I installed a 1/32" sub-deck. This made laying the planks a much easier task. Each plank is 120mm long and the butt pattern I used is 1-3-5-2-4. For the deck I used boxwood from Jeff Hayes at Hobby Mill and am very happy with the result. Caulking is simulated by first running a piece of 320-grit sandpaper over the edges to rough them up a bit then rubbing artist charcoal over the edges. The model shipways plans show the scuppers as small square openings on both sides of the bulkhead extensions. I found photos showing they really were slots and so have built mine according to the photos, not according to the plans. I tend to use a lot of jigs when I have to make multiple pieces and came up with one that not only made cutting the scuppers uniform but also a lot faster. As I mentioned, the paint scheme is also modified, for the hull above the waterline I used Model Master Insignia Blue to mimic the paint used on the original (black paint with a couple buckets of blue added). Paint is brushed as I haven't mastered an airbrush yet. I should add that for my Bluenose I am also using a Hunt practicum and update a build log on his forum

I'm looking forward to attending future meetings. I have a lot to learn and after watching Chuck's Tech Session I realize I've come to the right place; I'm one of those who was told you could never, ever bend a plank edgewise, now I know better.





Hans Gottschalk brought his model of the *Unicorn*. The ship I had at the meeting was the *HMS Unicorn* 1794. The kit manufacturer is Corel from Italy.

I was not sure how to secure the masts. Since this ship has two full decks. **Chuck Passaro** and I had a great discussion about my problem. He explained the right way to handle it. THANKS CHUCK.



Henry Schaffer brought his present project, *The Confederacy*, by Model Expo and Designed by our very own **Chuck Passaro**.



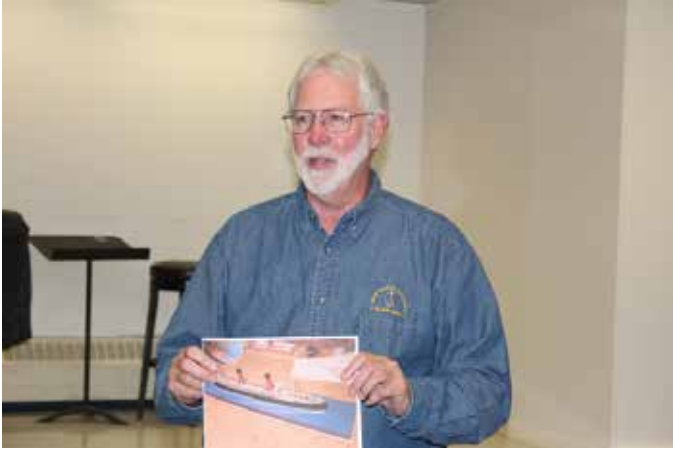


Tom Ruggiero and **Dennis Powell** had their models of the *Hannah*. Tom has completed planking and has rebuilt the rudder as the laser cut rudder that comes with the planking set is misshapen.



Don Otis





Bob Fivehouse ~ Meeting Model Information

ss WARKWORTH (1874) British coastal steamer.

Built 1874 for N. Andrews of the Broomhill Coal Co. by C. S. Swan of Newcastle-on-Tyne. Ran from Newcastle to London.

Length b.p. = 160'

Model built to the scale of 1"=32' (1:384)

Model length = 5"

Waterline model ~ wood hull and brass, wood and paper fittings. Brass masts with sails made of rice paper. Carved wood seas. Cased.



Tony Alworth brought in his 36 foot Coast Guard motor lifeboat. The real boat is being restored up on Cape Cod in Orleans. Tony has a complete set of builder's plans and using information from the restoration and the plans he hopes to build an accurate model. It looks like his is on his way to achieving his goal.



Chuck Passaro



CANDID SHOTS





Echo Cross Section Workshop

Part of the homework for the framing seminar being given by **Greg Herbert** and **David Antsherl** is to assemble the keel, false keel and rising wood in preparation for mounting the frames. In the actual ship, tarred felt was placed between the wooden members to seal the end grain and prevent rot. **Tom Ruggiero** is using glue mixed with graphite to re-create the appearance of the prototype.

<http://www.admiraltymodels.com/untitled.html>

David, Barry & Workshop Attendees



David, Greg, & Tom





HANNAH GROUP

The next Hannah Group meeting will be on October 21th at **Barry Rudd's** house.



AARDVARK WORKSHOP

SMSNJ members, the next workshop get-together at the Aardvark Quilting Shop will be October 27th, 10AM - 2PM.

Aardvark Quilt shop, 48 Speedwell Ave. Morris Plains, New Jersey 07950 [next to the Plaza Restaurant]

Please keep the secretary informed of any changes so that the roster can be kept current. If you would like a printed copy of the roster please send a SASE to the secretary (address at the end of the Broadaxe) and one will be mailed to you. Rosters are also available at the monthly meetings.

The meeting was adjourned at 9:45.

Research on the clipper ship *Sunny South*

By Karl .L Kirkman, Naval Architect and Marine Engineer

These notes were prepared for publication in the Broadaxe, the newsletter of the Ship Model Society of New Jersey

Because of my interest in including the clipper *Sunny South* in a book I am writing about the development of the clipper ship, I undertook to perform the research necessary to build a plank on frame fully rigged model of that vessel. That research included examining measuring and photographing existing historical models of *Sunny South*, but I am precluded from including any of the photographs in this write up because I do not have permission to reproduce them.

It turns out that what might be called primary source material on *Sunny South* is extremely limited and consists of:

Two models donated by the Steer's descendents to the Newport News Mariners Museum, and a model constructed by retired Capt. of the *Sunny South* which was donated to Mystic Seaport,

Some brief remarks published by John Griffiths, a New York Times article about the launching, and Some more or less contemporary artworks.

Everything else I found on the vessel was based solely on all or part of these resources.

By way of background, the *Sunny South* was designed and built by George Steers following his triumph with the schooner yacht *America*. In fact, immediately following *America's* success, he attempted to market a large clipper ship based almost entirely on *America's* form, and the larger of the two models existing at the Maritime Museum at Newport News is likely a model he used to demonstrate this concept to potential backers. The second model in that collection is the actual mold loft model from which the lines of the ship were laid down. This last model is limited to a representation of the ships lines having no detail whatsoever about deck layout or rig.

The model located at Mystic Seaport, was apparently built as a fully rigged model, and although the rig is now

long gone, sufficient evidence remains about the deck layout, the mast locations, and some of the deck year that this model is quite useful in synthesizing a likely configuration of *Sunny South's* deck.

Perhaps the best-known published plans concerning *Sunny South* consist of a lines plan put together by Howard Chapelle in the 1940's, and subsequently published and at least two guises by the Smithsonian institution, or in his books. A third version of this plan appears from time to time on eBay as a blueprint, with no information whatsoever about its source.

The New York Times article and the Griffith's publication contain virtually no substantive information about the ship beyond a few descriptive details.

There are a number of artworks which exist which portray *Sunny South*, but they proved to be of very little use in defining details of the ship. The first is an oil painting done for the first Captain of the ship and published many years ago in a reference book about sea captains from the Boston area. That painting is so crudely screened for printing in the book that the details are obscured, and the painting seems to have disappeared from the known collections. The next best source was an engraving published in a London newspaper after she had been sold in the slave trade and renamed and was captured off of Africa by a British warship. While it is tempting to rely on this drawing, there is no reason to believe that the artist was party to any special knowledge about *Sunny South*, and he certainly did not observe the capture; in fact the vessel looks to be a much larger ship than the dimensions of *Sunny South*. In addition, there was an oil painting done in around 1912, which supposedly represented *Sunny South*, but examination of that painting shows that it is nothing more than a color version of the engraving published in the London newspaper.

All in all, there seems to be insufficient information on which to base a complete model without filling in a lot of detail using typical practices.

In fact, Chapelle apparently did this - it is my conclusion that the information included on his published plans covering things like mast locations, bow decorations and deck levels were added by Chapelle, based on his experience with similar ships, but are not based on any reference data related to *Sunny South*. I do not say this lightly, but it is based on researching the very notes Chapelle used in writing his book, and preparing his

plans; those notes refer to no other reference information than that cited above.

The biggest discrepancy between Chapelle's drawing and what I will call the "sailor" model at Mystic Seaport is that the model built by the Captain has no raised quarterdeck, whereas the Chapelle plans shows one. If there is any detail on a ship, the captain is likely to get right -since the quarterdeck is his domain- it would be this detail, and I'm inclined to trust the Mystic model over the Chapelle drawing.

We do know from contemporary descriptions that the vessel was lightly built, and had iron strapping. Using this information, and typical construction details for a two deck vessel presented in Crothers, I was able to reconstruct a plausible drawing of the framing, timbers, deadwood and the diagonal strapping.

In the case of the rig and sail plan, the only published information at the time indicated that the Capt. had enlarged the rig from that proposed by Steers. I did find one reference indicated that the lower masts had been lengthened by 5 feet, and I did find dimensions of some of the yard arms. By combining this information with rules from the time of the proportions of masts for clipper ships I was able to reconstruct a rigging and sail plan.

I am in the process of refining these plans for a 1/4 inch = 1' 0" model, and when they are finished. I will be glad to share a set with the Society. I would be interested to learn how the set of plans possessed by the Society compares with my reconstruction, particularly with regard to the raised quarterdeck.



Sunny South / Clipper

Caption	California clipper ship. Date 1854.
Artist	Unknown
Artwork medium	Unknown
Copyright notice	© Mary Evans Picture Library
Category	History, art and culture images > Mary Evans
Keywords	sunny south clipper transport sailing ships 1854 california ship history historical



Ship "Sunny South"
Original painted by Thos. Pitman

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 \$25.00 for the first year and \$20.00 per year thereafter.

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<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.

Your ideas and suggestions are always welcome in the **Broadaxe**. Please submit them to **Larry Friedlander**.

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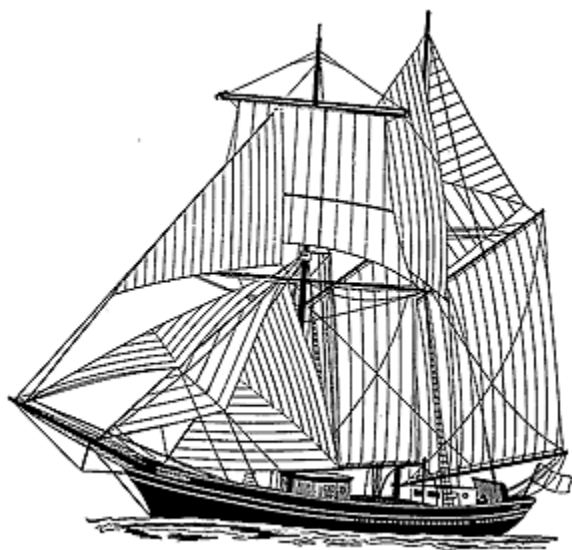
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NEXT MEETING:

October 23, 2012

7:30 PM

**MILLBURN PUBLIC
LIBRARY**

Bring Your Models
[Finished or Unfinished]