

Volume 34, Number 12

Newsletter of the Ship Model Society of New Jersey

December 2016

In This Issue

[Upcoming Events](#)
[Upcoming Tech Sessions](#)
[Old Business](#)
[New Business](#)
[Farewell, Tom](#)
[Tool Time](#)
[Guess Who?](#)
[20th Century History](#)
[Show and Tell](#)
[2017 Meeting Schedule](#)
[Club Information](#)

Our next club meeting is
December 20 at 6:45PM

ROSELAND PUBLIC
LIBRARY

NOVEMBER NOTES...

Jim Lavelle opened our meeting at 1900. He welcomed 19 members. [Click here](#) for photos of the meeting. **NOTE:** Photos DSC_0162.JPG through DSC_0171a.JPG are of Chuck Passaro's *Cheerful*; those from DSC_0172.JPG through DSC_0179b.JPG are of Mike Rogers' *Cheerful*.

We are sad to report the passing of our friend and long time member, Tom McGowan. Larry Friedlander was in touch with Tom's wife, Julie, and provided information about arrangements to other club members. Although the notice was short, several members were able to attend services for Tom. Fair winds and following seas, good friend.

Another outstanding job on last month's *Broadaxe* by Steve Maggipinto.

Treasurer's report. Al Geigel presented. The treasury is very healthy.

Your Secretary thanks all exhibitors at the meetings who have provided "Show and Tell" forms. These ensure accurate descriptions and save quite a bit of work. If you're bringing a tool or book/pub we have forms for that too.

President Jim laid out the schedule for the next several meetings: November is Bring a Model Night; in December we will view the annual train display at the library; January will be the White Whale Auction; in February we will have a tech session on resin casting.

Our next meeting will be on December 20th. Note the date. It is the 3rd Tuesday of the month instead of our traditional 4th.

Tom Ruggiero brought still more items from Mike Gutsick's workshop to the November meeting. Mike's collection of tools, models and publications is slowly diminishing, but the end is not yet in sight. Stay tuned.

You might recall our report last month about the 2016 NRG Conference in San Diego. Next year's conference will be in St. Petersburg Florida; it will include a guided tour of the Coast Guard Station.

Due to other activities, holidays, and personal issues, we will not be having Saturday Workshop meetings in November and December. The next Saturday Workshop will be held in January (specific date to be announced) at Chuck's Passaro's Workshop.

Thanks to Bill Houston for the beautifully framed portrait of Tom McGowan that Bill brought to the November meeting (Bill owns [Cardinal Frame & Fine Art](#), a framing business). The portrait will be presented to Tom's wife, Julie. See Page 3.



UPCOMING EVENTS

DECEMBER

- 2 - Morris County Library show starts
- 20 - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor
- NO Group Working Session in Dec.**

JANUARY

- TBD - Group Working Session
- 23** - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor
- 24 - Morris County Library show ends

FEBRUARY

- TBD - Group Working Session
- 27** - Monthly Meeting - 6:45PM,
Roseland Public Library, 1st Floor

On the Horizon

Joint Clubs Meeting at Annapolis



December - No tech session.

January - White Whale Auction.

February - Resin Casting.

IMPORTANT NOTE!

Meetings in January and February are on **Mondays**. See Page 12 for our new schedule of meetings through July, 2017

OLD BUSINESS



Naval Academy Visit. Roy Goroski reported still no contact. We will keep trying to make arrangements for late March or early April 2017. At last month's Admiralty Workshop, Tom R. met with Vince McCullough of the Naval Academy Museum. Vince advised that both Grant Walker and Don Preul have been very busy lately and that, in fact, both are currently in the Netherlands. We'll attempt to reach them again early next year.

White Whale Auction. The accounting for the White Whale Auction takes quite a bit of time. In an effort to manage the work load, Jim passed out preregistration forms. They will also be available on our website. Jim reiterated that filling out the forms before the sale will allow the seller to keep a larger percentage of the sale.

Morris County Library Show. The Morris County Library show runs from December 2nd through January 24th. Steve Maggipinto reports that we have 33 committed models. Steve and Jeff Fuglestad have met with library staff to determine the logistics of siting the models and we have 200 printed brochures to place at strategic locations throughout the library. The club has exhibited at this location several times before; our exhibits are always well received.

Staten Island Lighthouse Show. This event, held on November 19th, went very well. Five of our members were on hand to greet visitors; the display included 20 models. Action was slow in the morning, but things picked up in the p.m. Two visitors from Brooklyn indicated they might be interested in joining the club. Ossi Thalmann brought his motorized *Arizona*, a fitting tribute just days shy of the 75th anniversary of the attack on Pearl Harbor.

Staten Island Drydock Tour. Mason Logie is still working on details of a proposed visit to [Caddell Drydock and Repair](#) in the Richmond Terrace section of Staten Island.



Caddell is currently hosting [Peking](#), a sailing vessel in the process of being repaired and readied for a voyage to its final home in Hamburg, Germany.

Continued on page 3

OLD BUSINESS



Northeast Joint Clubs. Although it is still early, we need to establish a committee for this year's meeting in April. We will be working with Dan Pariser and the [New York Club](#) to make certain that we have a round table speaker and that all details for the Jim Roberts award are set up quickly and efficiently. Also, SMSNJ will be hosting the meeting in 2018, and we will be taking on that responsibility in April 2017. Chuck P. and Tom Ruggiero will be on the committee, but at least one more member is requested. Note that Al Geigel usually does this, but we are giving him a break this time. Someone else needs to step up.

NEW BUSINESS

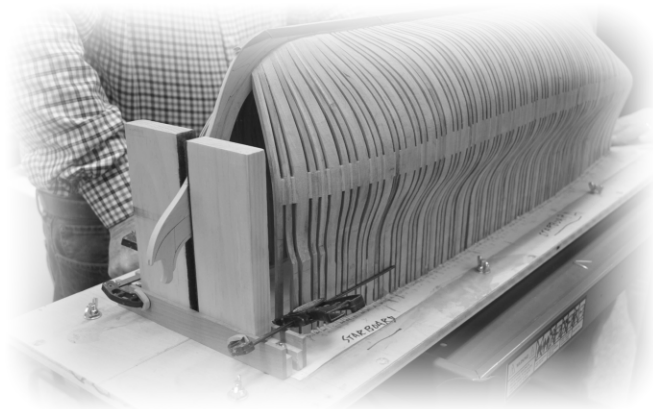


At the November meeting, Larry Friedlander suggested we consider having a plaque made to note the names of deceased members. This might be a nice memorial to those who contributed to the focus, growth and success that our club has enjoyed over the past 34 years. This is open to further discussion among all SMSNJ members, so please let us know your thoughts.

Farewell, Tom...

It is with a great deal of sadness that we say Goodbye to long time member and friend Tom McGowan. Tom passed away suddenly on November 20th.

Tom was born in Newark and graduated from Rutgers University. After completing Officer Candidate School in Newport, he served aboard a fleet tug in Vietnam. A favorite McGowan story revolves around Tom's refusal to back down to an approaching aircraft carrier while his tug was underway with a tow (the carrier finally gave way). Following naval service, Tom focused his entire career in maritime insurance, many years as President of the Shipowners Claims Bureau. A world traveler, he liked to sail, play golf and spend time with his family. He is survived by his wife of 53 years, Julie, 2 daughters and 2 grandchildren. Over the years, Tom served on the Executive Board of the SMSNJ in several roles, and was always a fierce defender of what he believed was right. He was a prolific, skilled modeler. We will miss his leadership and friendship. Rest in peace, Tom.



TOOL TIME

Member's Name: **Jim Lavelle**
 Tool or Gadget: *Miniature Bench Chisels*
 Purchased From: *Lee Valley*
 URL if from Web: www.leevalley.com
 Part Number: *05P85.01*
 Price Paid: *\$39.50 plus \$8.95 S&H*



I saw these chisels at Greg Herbert's house when we toured his workshop as part of the recent Admiralty Models workshop on using historic ship's plans for scratch building. The set is made up of 3 ready to use chisels that are 1/8", 1/4" and 3/8" wide. They are about 1/3 the size of normal bench chisels. Lee Valley sends them ready to use, already honed to a near razor's edge. I did true up the backs using 1000, 4000 and 8000 grit water stones and then stropped them on a leather wheel. One of the advantages of a tool this size is that you tend NOT to apply too much pressure

when using them as you would with a full size tool of the same width. This will save a lot of time when you don't have to redo something because you pushed the edge right through the workpiece. As with all Lee Valley tools that I've purchased, these chisels are very high quality and should last a lifetime.

Larry Friedlander brought 2 tools to share, both from [ParaGrafix](http://Paragrafix.com):

HOLD & PLACE PENCIL

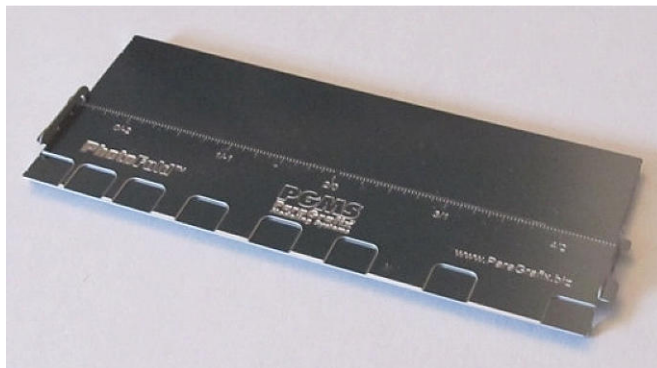
This is a waxy pencil for moving detached photo etch parts from sprue to their final resting place. It's low tack and provides the perfect balance between holding and releasing power. Just touch the PE part, transport it and place it. Simple. As the pencil wears down, it can be sharpened, just like a "lead" pencil. Each pack includes 2 pencils. Cost is a very reasonable \$3.95.



PHOTOFOLD BENDING TOOL

A photo etch bender made out of photo etch. It provides clean bends and right angles. It works by providing a series of holding surfaces (depending on the size of the PE part) and a right angle bar that can be cleanly raised on a hinge to create the bend angle you're looking for: all the way from 1° degree up through 179°. Larry classifies the tool as "expensive" but not "ridiculously expensive". [Click here](#) for a video of tool assembly and the bending process. Cost is \$31.95.

Ed Note: I have one of these. Larry's right: it works great.



GUESS WHO?



Do you know this famous person? Answer next month, or if you can't wait, email: stevemagg@optonline.net.

20th Century History



THE BATTLECRUISER Part I

A battlecruiser, or battle cruiser, was a [capital ship](#) built in the first half of the 20th century. They were similar in size, cost, and armament to battleships, but they generally carried less armour in order to obtain faster speeds.

The first battlecruisers were designed in the United Kingdom in the first decade of the century, as a development of the [armored cruiser](#), at the same time as the [dreadnought](#) succeeded the [pre-dreadnought battleship](#). The goal of the design was to outrun any ship with similar armament, and chase down any ship with lesser armament; they were intended to hunt down slower, older armored cruisers and destroy them with heavy gunfire while avoiding combat with the more powerful but slower battleships. However, as more and more battlecruisers were built, they were increasingly used alongside the better-protected battleships. The term

Data for this article from [Wikipedia](https://en.wikipedia.org/wiki/Battlecruiser)

"battlecruiser" was coined in 1908 by British Admiral [John "Jacky" Fisher](#), [First Sea Lord](#), the senior officer of the Royal Navy. Fisher was a major proponent and driving force for the design and function of the battlecruiser.

The first armored cruisers had been built in the 1870s, as an attempt to give armor protection to ships fulfilling the typical cruiser roles of patrol, trade protection



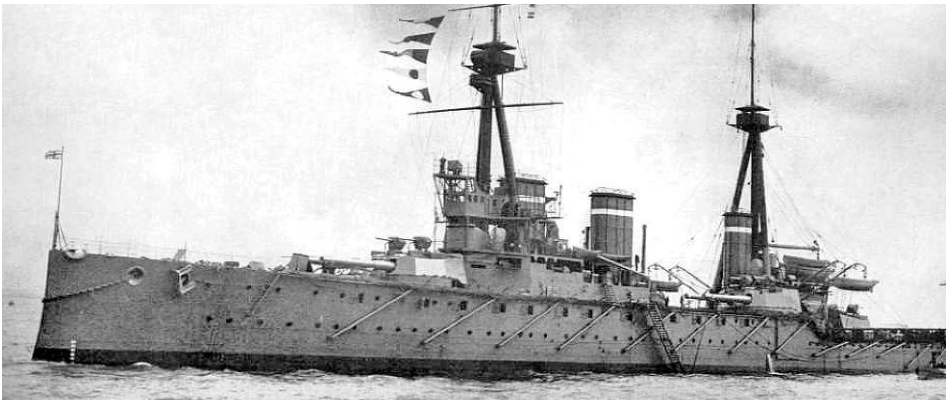
Sir Jacky Fisher (Right) with
Winston Churchill, 1913

Continued on page 6

and power projection. However, the results were rarely satisfactory, as the weight of armor required for any meaningful protection usually meant that the ship became almost as slow as a battleship. As a result, navies preferred to build protected cruisers with an armored deck protecting their engines, or simply no armor at all.

In the 1890s, technology began to change this balance. New [Krupp steel armor](#) meant that it was now possible to give a cruiser side armor which would protect it against the quick-firing guns of enemy battleships and cruisers alike. In 1896–97 France and Russia, who were regarded as likely allies in the event of war, started to build large, fast armored cruisers taking advantage of this. In the event of a war between Britain and France or Russia, or both, these cruisers threatened to cause serious difficulties for the British Empire's worldwide trade.

Britain, which had concluded in 1892 that it needed twice as many cruisers as any potential enemy to adequately protect its empire's sea lanes, responded to the perceived threat by laying down its own large armored cruisers. Between 1899 and 1905, it completed or laid down seven classes of this type, a total of 35 ships. This building program, in turn, prompted the French and Russians to increase their own construction. The [Imperial German Navy](#) began to build large armored cruisers for use on their overseas stations, laying down eight between 1897 and 1906.



HMS Invincible, Britain's first battlecruiser

Under the Selborne plan of 1902, the Royal Navy intended to start three new battleships and four armored cruisers each year. However, in late 1904 it became clear that the 1905–06 program would have to be considerably smaller, because of lower than expected tax revenue and the need to buy out two Chilean battleships under construction in British yards,

lest they be purchased by the Russians for use against the Japanese, Britain's ally. These economies meant that the 1905–06 program consisted only of one battleship, but three armored cruisers. The battleship became the revolutionary battleship *Dreadnought*, and the cruisers became the three ships of the [Invincible](#) class. The construction of the new class were begun in 1906 and completed in 1908.

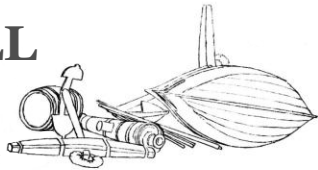
The ships fulfilled the design requirement quite closely. On a displacement similar to *Dreadnought*, the *Invincibles* were 40 feet longer to accommodate additional boilers and more powerful turbines to propel them at 25 knots. Moreover, the new ships could maintain this speed for days, whereas pre-dreadnought battleships could not generally do so for more than an hour. Armed with eight [12-inch Mk X guns](#), compared to ten on *Dreadnought*, they had 6–7 inches of armor protecting the hull and the gun turrets. (*Dreadnought's* armor, by comparison, was 11–12 inches at its thickest.) The class had a very marked increase in speed, displacement and firepower compared to the most recent armored cruisers but no more armor. This lack of armor protection would prove costly over the years, particularly to the British.

Between the launching of the *Invincibles* to just after the outbreak of the First World War, the battlecruiser played a junior role in the developing dreadnought arms race, as it was never wholeheartedly adopted as the key weapon in British imperial defense as Fisher

desired. The biggest factor for this lack of acceptance was the marked change in Britain's strategic circumstances between their conception and commissioning of the first ships. The prospective enemy for Britain had shifted from a Franco-Russian alliance with many armored cruisers to a resurgent and increasingly belligerent Germany. By 1909–10 a sense of national crisis in Britain about rivalry with Germany resulted in a naval panic. An arms race ensued in earnest. By 1911, Germany had built battlecruisers of her own. Moreover, the German Navy did not share Fisher's view of the battlecruiser. In contrast to the British focus on increasing speed and firepower, Germany progressively improved the armor and staying power of its ships to better the British battlecruisers.

Next Month: The Battlecruiser in Action: World War I

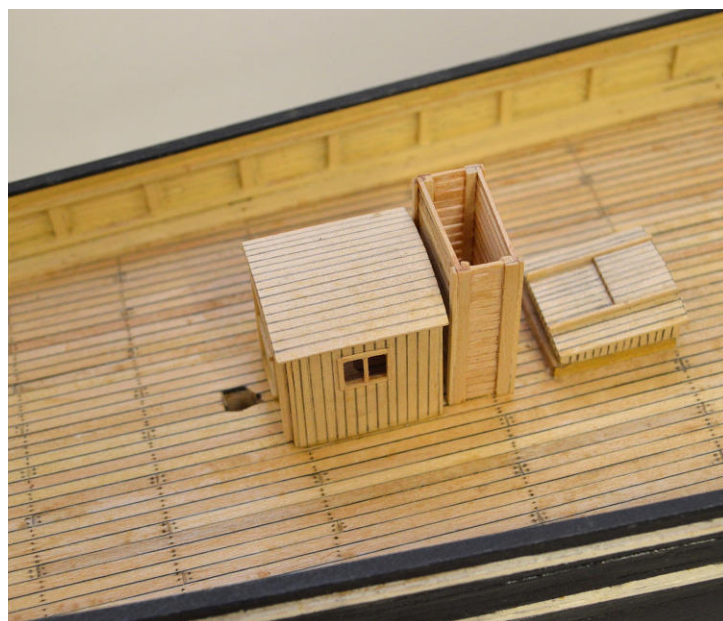
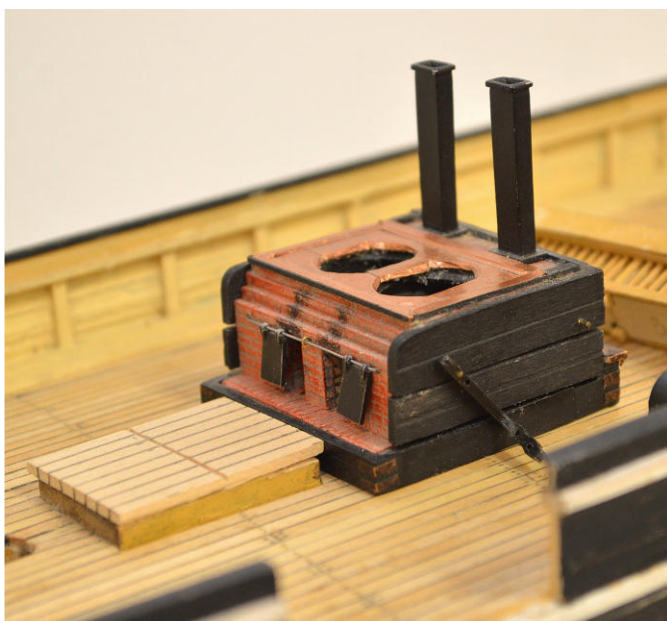
SHOW AND TELL



Ossi Thalmann showed photographs of the prototype that he made in 1973 for a Scientific kit of the clipper ship [Thermopylae](#). Scientific was extremely fussy, in that everything had to be perfect. Ossi will not produce a prototype again; Scientific sometimes required that he remake parts multiple times before they were satisfied with the result.



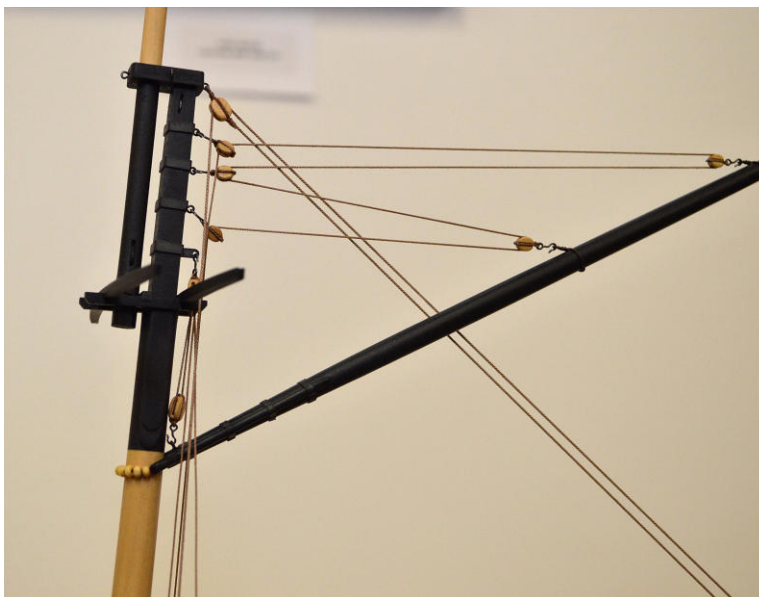
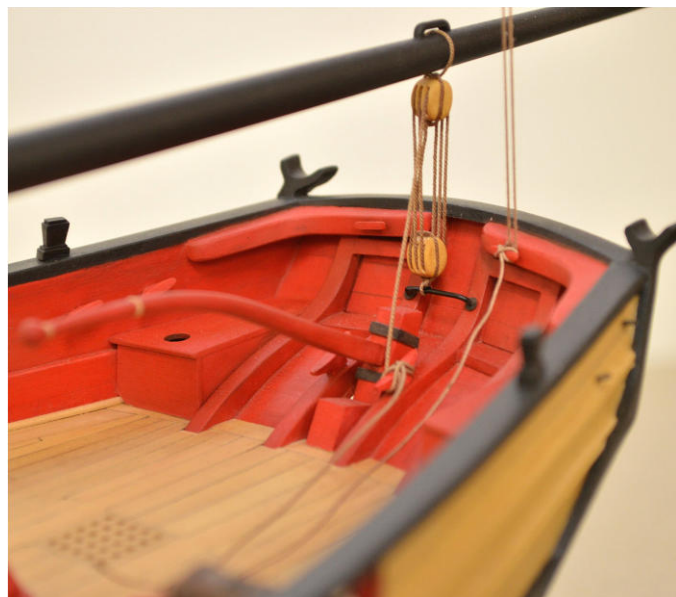
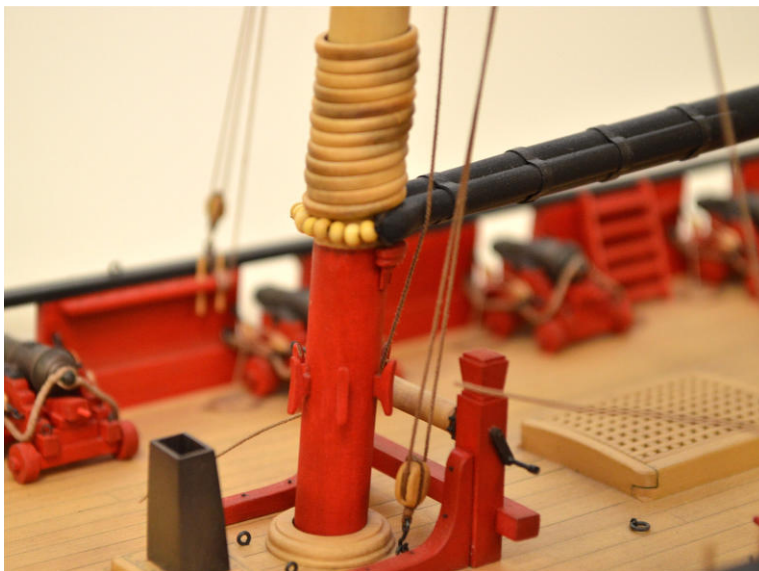
Bill Houston brought in the whaler [Charles W. Morgan](#) that he has been working on for "a long time". He discussed his method for doing the [Tryworks](#). The kit is from [Model Shipways](#) (Wait for it...wait for it: the graphic of the model takes a few seconds to come up). Bill is doing very well with the deck furniture. The bricks on the stove were hand carved from balsa, painted gray, then highlighted with red. The stove doors swing on hinges attached to a bar. Bill got a great deal on the kit via Internet searching and used some 350 pictures he had taken in Mystic aboard the actual vessel to make the model as realistic as possible.



SHOW AND TELL



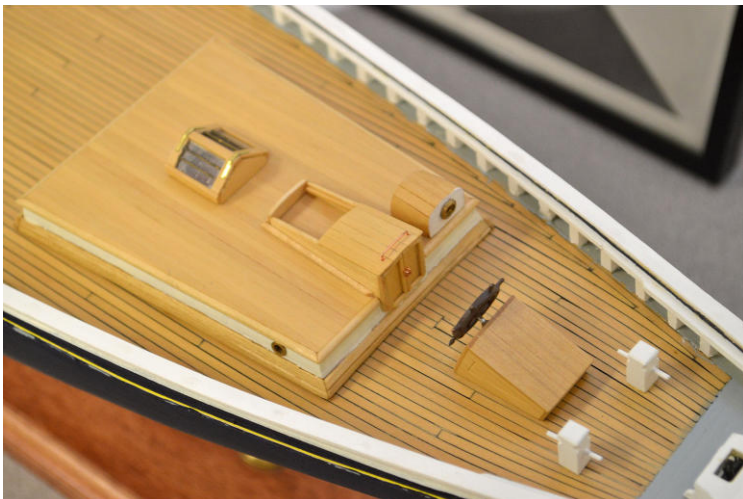
Two years into the build, **Chuck Passaro** has started rigging his *Cheerful* model. He demonstrated the drag of the hull and noted that the sheer is parallel to the water line. Having not rigged for 8 years, the rigging is presenting a challenge, but Chuck is enjoying the process nonetheless. He is doing a simplified rigging for his *Cheerful*, eliminating, e.g., the leechlines and buntlines (to a chorus of "Boo's" from the gallery). Hey, guys, cut Chuck some slack. Aren't we always looking for easier ways to do things? The non-masochists among us, that is.



SHOW AND TELL



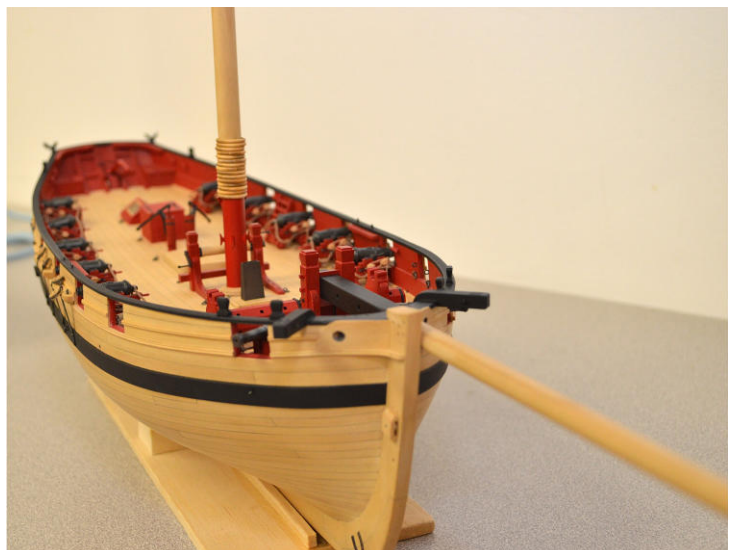
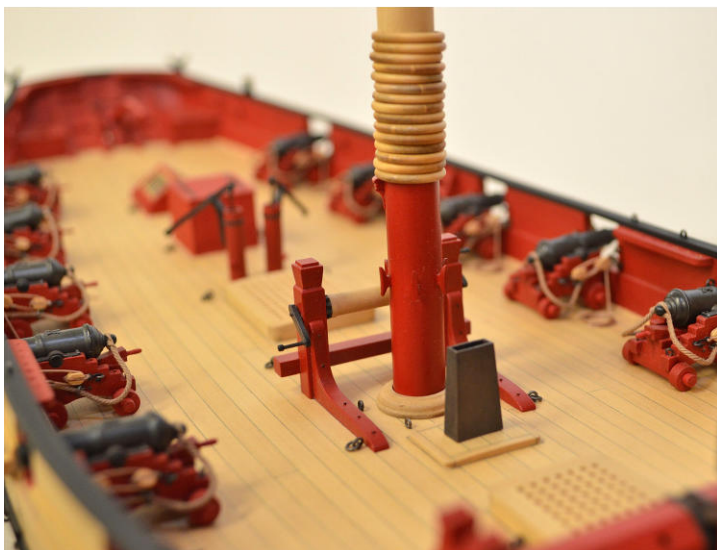
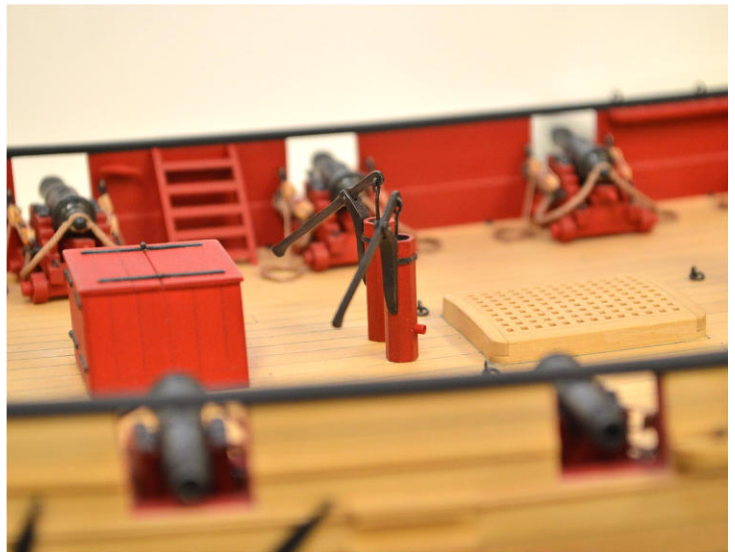
Jim Lavelle discussed his 3/16 [Model Expo Bluenose](#) (1921). It was supposed to be delivered to his son at Christmas time in 2012. He is not pleased with the birch dowels used for the masts; Jim will replace them with Castello boxwood. He plans to leave these in a natural wood color vs. painting them. As is Jim's practice, he will be burying a scale human figure, "Jacques", in his model. He uses the figure as a guide to determine correct scale from a purely visual perspective as the build progresses, as sometimes the plans that come with kits are not 100% accurate in scale.



SHOW AND TELL



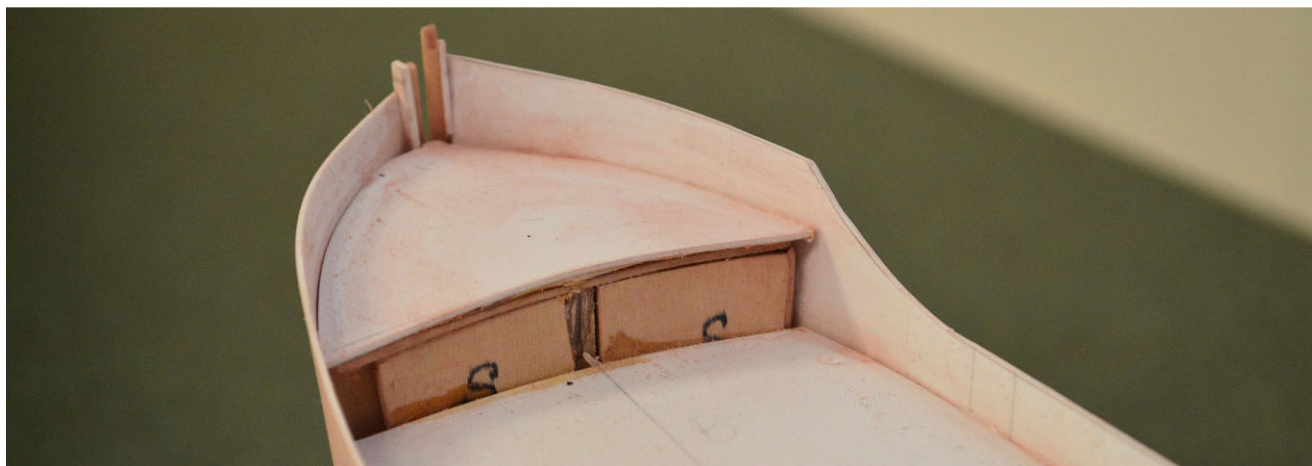
Mike Rogers brought in his *Cheerful* model that is proceeding very well. He too is ready to start rigging. Mike created the mast using square stock, shaping this into an octagon and then rounding the piece. He admits he doesn't think he's going to enjoy rigging. He plans to complete one line a day and see how it goes. A member asked Mike if his off-center placement of the bowsprit was correct. It is. This is by design for structural strength in such a small and lightly built vessel as a revenue cutter.



SHOW AND TELL



Rich LaRue returned with a very nice presentation of [Lake Filbert](#), a (Laker) freighter built in 1919. The prototype was 260 feet in length and 43 feet in breadth, creating a model in "N" scale (1:160) that is 19 1/2" long with a 3 1/4" beam. A Laker is a small freighter that was typically built during World War I. 430 of these were constructed in the Midwest; 60 odd copies were built in Canada and on the West Coast. This particular vessel was completed in October 1919 and scrapped in 1954; a fairly long career for such a lightly built craft. The ship fired oil and was of riveted construction. It was built by the Toledo Ship Building Company. The model is a modified scratch build, with plans from [Mainline Modeler Magazine](#). When Rich brought it last month, he had just assembled the bulkheads and the keel. He has since laid the deck and has starting planking the hull using styrene. Rich plans to use styrene for the superstructure as well, to get the sharp edges that don't lend themselves well to basswood construction. Rich used [Pliobond](#) to attach the deck, but has since transitioned to CA, a decision that seems to be working out better. Very good looking, Rich.



SHOW AND TELL



John Marinovich brought in his yacht *America* and discussed putting on the hull copper plating which is overlapped, like the scales of a fish, starting from the stern and moving forward. He will be making imprints from a pounce wheel purchased from a company in Ireland to give the impression of nails before he cuts the individual plates. John ordered the copper from [OnlineMetals](#). A 14"x20" .002 thickness sheet cost him about \$15. At this thickness, the sheet can be easily cut with a sharp knife and straightedge. John attached individual pieces using Pliobond.



2017 MEETING SCHEDULE

Monday, January 23

Monday, February 27

Tuesday, March 28

Monday, April 24

Tuesday, May 23

Tuesday, June 27

Tuesday, July 25

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 by both US mail and 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 Steve Maggipinto. Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto at Stevemagg@optonline.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. You can eliminate the filtering by adding Tom's email address to your contact list. 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 Tom Ruggiero at the address below and one will be mailed to you. Rosters are also available at the monthly meetings.

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.

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