

# QUARTERDECK

THE NEWSLETTER OF THE PHILADELPHIA SHIP MODEL SOCIETY

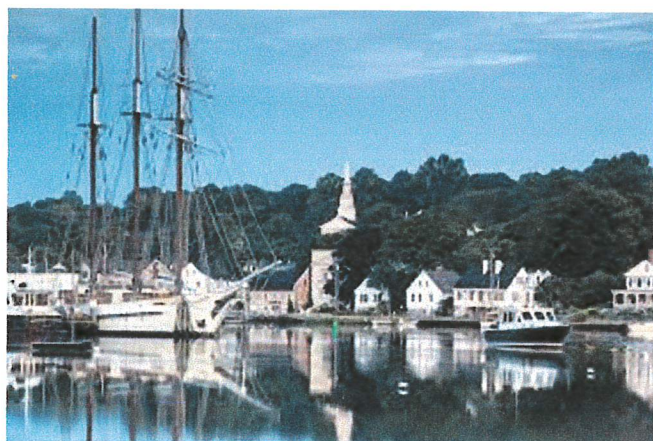
Launched 7 January 1931

<http://philadelphia shipmodelsociety.com>

April 2015

Philadelphia, Pennsylvania

## MYSTIC SEAPORT: THE MUSEUM OF AMERICA AND THE SEA VISIT WHEN ATTENDING THE NORTHEAST SHIP MODEL CONFERENCE



Did you know that the Mystic Seaport is the largest maritime museum in the world? Have you registered for the Northeast conference—it's not too late to join 15 from PSMS. Pat Leaf needs to know! See page 20 for details about this stellar annual event.



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DILIGENCE RESEARCH
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## WHEN DOES A SHIP BECOME A MODEL?

### ASK ISM'S TEAM OF BRUNS & DONOHUE

The 815<sup>th</sup> meeting of the Philadelphia Ship Model Society (PSMS) was held at the Independence Seaport Museum (ISM) on the second day of April 2015. . President Tom McElhinney called the meeting to order at 1904 and opened with the Pledge of Allegiance. Thirty persons attended and we welcomed our new member Frank Mostaccio.

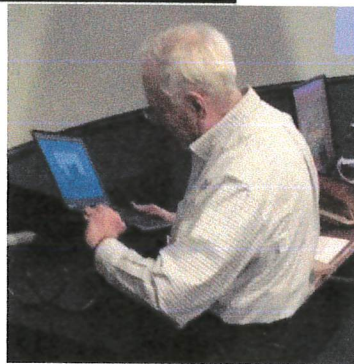
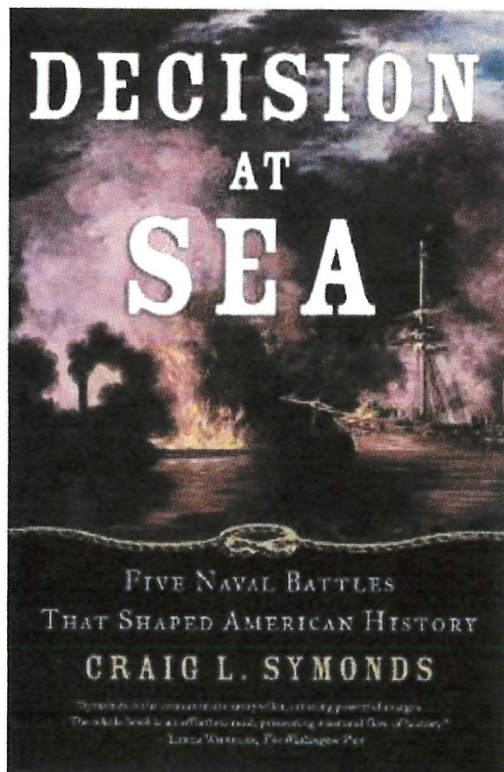
(continued page 3)



ISM's Chief Curator Craig Bruns and Director of the Workshop on the Waterfront and Master Boat Builder Mark Donohue answered the questions: Why build a 1/1 waterline model of a ship in a building? Why was a 1790s topsail schooner selected for the project? It was a memorable evening for all!



# **NEXT PSMS MEETING** **7 MAY, 7 PM** **MIKE ZIMMERMAN**

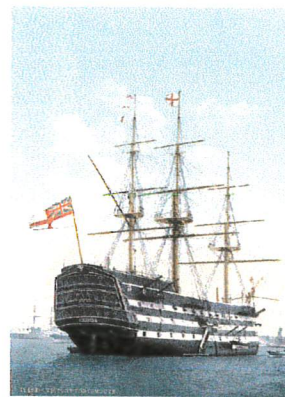


PSMS' Mike Zimmerman will present in May a book review of *DECISION AT SEA: Five Naval battles that Shaped American History*, by Craig L. Symonds. The five battles are: Lake Erie, 1813; Hampton Roads, 1862; Manila Bay, 1898; Midway, 1942; and Operation Praying Mantis, 1988. It will be a PowerPoint presentation and he will bring his models of the Olympia and Oregon. *Mike invites members to bring any models relevant to these battles.*

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# **FORTHCOMING EVENTS**



*HMS Victory*

## Among the Continuing Exhibits at the Independence Seaport Museum:

*Tides of Freedom: African Presence on the Delaware*  
*Shipboard Life: Exhibit aboard Olympia*  
*SS United States: Charting a Course for America's Flagship*  
*Olympia: Launching the American Century*  
*Marking Time: Voyage to Vietnam*



**First half of May: Multi-Club Regatta with South Orange Club at FDR Park, Philadelphia (offer pending)**

- 2 May: *Olympia Day* at ISM—volunteers are needed
- 7 May: 7 PM PSMS Meeting. Program: Book Review led by Mike Zimmerman on *DECISION AT SEA*, by Craig L. Symonds
- 17 May: Marine Day in Baltimore features the *NS Savannah*
- 4 June: 6 PM PSMS tour the *Olympia*  
 7 PM PSMS Meeting on Board the *Olympia*, led by Spencer Anderson and Jesse Lebovics
- 14 June: PSMS Regatta V at FDR Park
- 25 June: CELEBRATION OF TALL SHIPS at ISM
- 2 July: 7 PM PSMS Meeting. Program TBA
- 3 July: FIREWORKS SPECTACULAR at ISM
- 25 July: Empire State Model Marine Regatta, Flushing, NY
- 6 August: 7 PM **NO** PSMS Meeting; Committee working on FUN FLOAT
- 9 August: 2 PM PSMS Executive Board Meeting at the Nutt's Farm
- 9 August: 3-6 PM Annual Picnic at the Nutt's Bonnie Ridge Farm
- 16 August: Task Force 50 Regatta, York, PA
- 3 September: 7 PM PSMS Meeting. Program TBA
- 12 September: COAST DAY at ISM; PSMS will have a FUN FLOAT
- 1 October: 7 PM PSMS Meeting. Program TBA
- 3-4 October: Maritime Model Expo, St. Michaels, MD
- 5 November: 7 PM PSMS Meeting. Program WHITE WHALE SALE with John Oddo, Auctioneer
- 11 November: **VETERANS DAY**
- 3 December: 7 PM PSMS Meeting. Program TBA
- 20 December: HOLIDAY BRUNCH BUFFET, Corinthian Yacht Club, 11:30 AM-2:30 PM



## **THE PHILADELPHIA SHIP MODEL SOCIETY**

*Launched 7 January 1931*

*(See listing of PSMS Officers and Board of Directors on page 20.)*

The Philadelphia Ship Model Society (PSMS) meets on the first Thursday of each month at the Independence Seaport Museum (ISM) at 1900 hours. ISM is located at Penn's Landing, 211 South Columbus Boulevard, Philadelphia, Pennsylvania. Guests are always welcome! (For detailed directions to ISM, please see our website at <http://phillyshipmodel.com>). PSMS' annual dues are \$35.00 for an INDIVIDUAL MEMBERSHIP; \$40.00 for a FAMILY MEMBERSHIP (includes member, as well as spouse with children FREE). When attending a meeting discounted parking is available at the garage entrance next to ISM. The hotel is now a Hilton (previously it was the Hyatt Regency Hotel). Please take your parking ticket to the front desk at ISM and have it stamped. This allows parking at the facility for \$12.00. Municipal parking is also available in front of ISM; however, the rates are higher and vary with the season. PSMS also reimburses attendees with \$5.00 toward parking. The *QUARTERDECK* is the newsletter of the Philadelphia Ship Model Society and is published after each monthly meeting. Copyright © 2015 Philadelphia Ship Model Society. All rights reserved.



## PSMS APRIL MINUTES

(continued from page 1)

**PROGRAM:** PSMS met on the site of the building of *Diligence II* at ISM. Kudos are extended to **Craig Bruns (Chief Curator)** and **Mark Donohue (Master Boat Builder and Workshop on the Water Director)** for their fascinating presentation of this project. The research handout is on pages 5-9 of this *QUARTERDECK* and pictures from the meeting are on pages 10 and 11.

The meeting was then recessed to the Educational Room at ISM.

**BREAK:** Special thanks to **Pat Leaf** who organized refreshments with a theme of April showers!

**SHOW N' TELL:** Please see pages 12, 13 and 14 of the *QUARTERDECK*—thank you **Craig, Spence and Jerry**; and to **Mike Zimmerman** for leading this part of the meeting!

### BUSINESS MEETING:

The President welcomed all and reminded us to sign-in; thanked **Spencer Anderson** for setting up the program site by the *Diligence II*. The President also announced that our **Editor** had received kudos on the *QUARTERDECK* from **Marc Meijer, Secretary of the NRG**.

The Secretary's minutes were approved as printed in the April *QUARTERDECK*. **Ed Leaf** presented the Treasurer's report that was approved.

**SICK LIST:** **Fred Signor** is recovering from a car accident.

### OLD BUSINESS:

1. **THE SHACK:** **Joe Jordan** requested that we use the sign-in sheet for the SHACK.
2. **33<sup>rd</sup> Northeast Ship Model Conference and Show:** **Pat Leaf** reported that we now have 15 persons signed-up to attend this annual event: **Steve and Elly Bulova, Spence and Sue Delin, Joe and Jean Jordan, Ed and Pat Leaf, Tom and Alice McElhinney, Jim and Betsy Nutt, Rick Rathgeber, and Mike and Bobbie Zimmerman**. See page 20 of the *QUARTERDECK* for details of the meeting, fees and registration.
3. **34<sup>th</sup> Northeast Ship Model Conference and Show:** **Pat Leaf** will co-chair the 2016 event in New London, CT. By the end of this year, from PSMS we must have a co-chair, registrar, publicity, vendor coordinator, etc.
4. **First State Mini Club 38<sup>th</sup> Annual Show and Sale:** There will be no representatives from PSMS.
5. **Woods Hole Boat Show:** Regretfully no one can attend the 2015 event. **John Oddo** urged that we have delegates in 2017.65.
6. **Swedish Museum:** **John Christinzio** reported there should be a decision by our next meeting.
7. **Regatta Plans with South Orange, NJ group:** **John Christinzio** reported we're still waiting for this decision.
8. **Regatta V at FDR Park:** **John Christinzio** indicated that **Sunday, 14 June is the date!** Volunteers will be needed!
9. **Website:** **Spencer Andersen** needs volunteers to enter content on the website!
10. **Fun Float during ISM's Coast Day (12 September):** **Spencer Anderson** will be the committee chairman and he announced we may use the section of the Delaware Basin nearest the hotel (now a Hilton) and where the Regatta was held two years ago.) Contact **Spencer** to *volunteer* for the FUN FLOAT!
11. **Craig Bruns' 52<sup>nd</sup> Becuna**—talk to **Spencer Anderson** about this project
12. **Jesse Lebovics:** Needs volunteers to make other models of the *Olympia*; a cut away of the *Olympia*; as well as volunteers for *Olympia Day at ISM* (Saturday, 2 May).
13. **US Naval Academy Museum visit:** **Pat Leaf** will be contacting **Don Preul** for a date during the summer.

### NEW BUSINESS:

14. **Delaware Valley Chapter of the Steamship Historical Society:** This was held in abeyance until **Francine Serratore** can share more information on their interest in having us present a program at their 18 October or 15 November meeting **Steven Loveless**, chair of their group hopes will be able to do this (They meet at ISM on the third Sunday of each month from 2-4:30).
- ✓ 15. **Meeting with ISM's John Brady:** **John Christinzio** and **Spencer Anderson** recently meet with ISM's president. **John** would like us to work with ISM in creating a "Judging of Models Contest" held each January and similar to a contest held in the past by the Newark Museum in Newport News. The models would not be in competition, but on individual merit with a Gold, Silver and Bronze awards given. PSMS expressed concern if we could undertake this task before 2017. Also, the matter of insurance has to be researched.
16. **Other Events:** **Jim Wheeler** brought to our attention the **Cabin Fever Expo, Model Engineering** show in York, PA on 11 and 12 April. **Jim** listed several other events which are part of "Forthcoming Events" on page 2 of the *QUARTERDECK* as well as in *NOW HEAR THIS ... future opportunities* on pages 21-23 of the *QUARTERDECK*.
17. **NEXT PROGRAM on 7 May:** **Mike Zimmerman** will present a book review of **DECISION AT SEA: Five Naval battles that Shaped American History**, by **Craig L. Symonds**. The five battles are Lake Erie, 1813; Hampton Roads, 1862; Manila Bay, 1898; Midway, 1942; and Operation Praying Mantis, 1988. *Mike invited members to bring any models relevant to these battles.*
18. **50/50 DRAWING**
19. **ADJOURNMENT** at 2130 for **CLEAN-UP**.

Respectfully submitted,  
**Alice McElhinney, Secretary/Editor**



## MEMBER OF THE MONTH HAROLD LAZAAR



It all started when, as a kid, I built solid and flying balsa plane models. After the war and college I was a devoted HO gauge model builder. I travelled a lot as a salesman and always carried a box of tools and a Walthers or Athearn kit to build in the evening in my motel room. It was most relaxing and rewarding after a long day's work.

My wife, when returning from a visit to her family in Sweden in the 1960's, brought me a kit to build the *Vasa*, which had only recently been salvaged. It was a huge challenge, but I loved it. I've been building boats and boat models ever since. I built a lap strake dinghy to tow behind our cruising sailboat, and also a small 12.5 ft. skiff, a kit from Chesapeake Lite-Craft.

Sometime around 2000 I attended a Model Expo in Ft. Washington where the club had a booth. I took a card, called Ray Lynch, and I've been a devoted club member and model boat builder ever since. A person hones so many skills while building models, of all sorts, that it seems a sad commentary that the young today are so rarely interested. They don't know what they're missing!

*Harold Laazar*

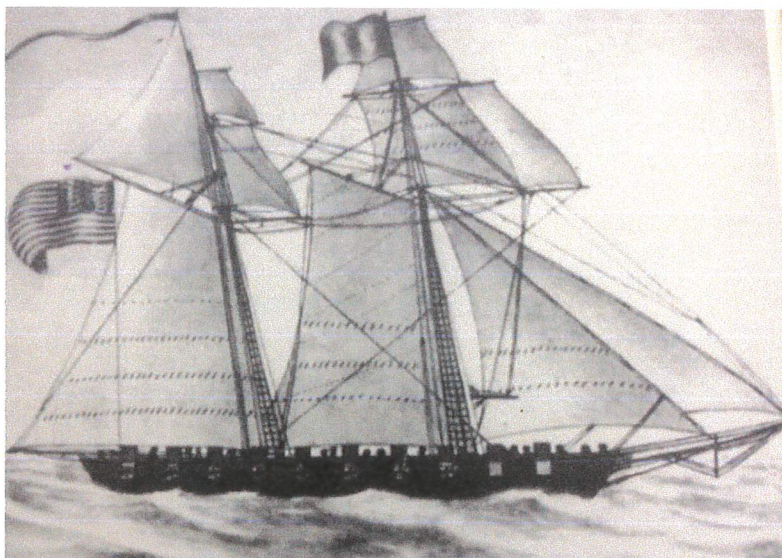
*[Editor's Note: Harold is an amazing person who car pools with Spence Delin and Rick Rathgeber from Upper Bucks County—and they are the crew who assures that we have hot water for coffee and tea at PSMS meetings. Harold and his wife Eivor make frequent visits to Sweden. Harold, please bring in a picture of the Vasa model itself for SHOW N' TELL. Thank you for being a member of PSMS!]*





# Schooner Diligence

Research by Craig Bruns  
Chief Curator, Independence Seaport Museum



Revenue Cutter Pickering, sister ship to the Diligence II (Naval Historical Center) [8,p80]

## The schooner *Diligence II*

- The schooner *Diligence II* served as part of the West Indies Squadron under the command of Commodore John Barry of the Frigate *United States* during the Quazi War with France
- The schooner was designed and built by Joshua and Samuel Humphreys in Philadelphia in 1797 for the Revenue-Marine and immediately was transferred to the Navy.
- Our *Diligence* will have a deck 62 feet long and 19 feet wide.
- It will be 102 feet long including its bowsprit and main boom.

## The Revenue-Marine

- The schooner *Diligence II* was built for the Revenue-Marine.
- The Revenue-Marine was a fleet of ships belonging to the Customs Service which collected taxes on imported goods coming into America aboard ships.
- The Revenue-Marine would later be called the Revenue Cutter Service and is today called the United States Coast Guard.

## The Story of *Diligence II*

The schooner *Diligence II* served as part of the West Indies Squadron under the command of Commodore John Barry of the frigate *United States* during the Quasi War with France. The Quasi War (1798-1800) began when America betrayed its friendship with France by being friendly with Britain, its archenemy. The schooner was designed and built by Joshua and Samuel Humphreys in Philadelphia in 1797 for the Revenue-Marine (later the Revenue Cutter Service) and immediately was transferred to the Navy.

*Diligence II* performed convoy duty to protect defenseless merchant ships from French privateers in the area of Prince Rupert's Bay, Dominica. Before the end of the war the schooner was returned to the command of the Revenue-Marine to collect tariffs and uphold new, more restrictive anti-slave trade legislation off the coast of North Carolina and likely replaced by *Diligence III* in 1803.

During the Early Republic, the Customs Service provided nearly 90% of the federal revenue through the collection of duties on imported goods. Congress expanded the Revenue-Marine's responsibilities to include the protection of the American coastline as hostilities with France increased. The revenue cutters comprised nearly one-third of America's defensive fleet as the new Navy was under construction.



This combined defensive fleet proved that a Navy was viable as it saved the nation more than \$9 million in cargo losses and lowered insurance rates by 2 or 3 percent.

**NOTE:** There is much confusion between the histories of various early Revenue Marine Cutters. *Diligence I* was commissioned by Alexander Hamilton and built in North Carolina. *Diligence II* was built in Philadelphia. To resolve the public's confusion recommend that they search the US Coast Guard website under the name of the vessels.

#### Resources

1. Kensil Bell – Always Ready! – Dodd, Mead & Company, 1944
2. Howard V.L. Bloomfield – The Compact History of the United States Coast Guard – Hawthorn Books, 1966
3. Jeffery M. Dorwart with Jean K. Wolf – The Philadelphia Navy Yard, Barra Foundation, University of Pennsylvania Press, 2001
4. Irving H. King – George Washington's Coast Guard – Naval Institute Press, 1978
5. Irving H. King – The Coast Guard under Sail – Naval Institute Press, 1989
6. Captain H.D. Smith – Early History of the U. S. Revenue Marine – Naval Historical Foundation, 1932
7. America and the Sea – Mystic Seaport Museum, 1998
8. Paul H. Silverstone – The Sailing Navy, Naval Institute Press, 2001
9. Ian Toll – Six Frigates – WW Norton, 2006

#### Facts

- Revenue Marine cutters comprised one-third of the US Fleet at sea in 1798 [1p30]
- During the Republic's first decade, the Customs Service provided nearly 90 percent of the entire federal revenue. [7p169]
- As the conflict with France intensified, American merchantmen were allowed to arm themselves. [4p144]
- The only armed vessels that the United States had when the trouble with France started with the original revenue cutters (Hamilton cutters) [4p145]
- The United States Revenue Cutter Service was the first armed service organized by the new government to deter smuggling and enforce customs laws and payment of tariffs. [8,p79]
- A fire at the Treasury Department destroyed the few existing records (regarding the early cutters) in 1832. [8,p79]

#### Building

- 1 December 1797 Wolcot was informed that the service needed a new fleet of cutters... There was understandable haste in the construction (because of the Quasi War) [4p146]
- Secretary of the Treasury Wolcot gave Humphreys responsibility for designing and constructing a new class of larger revenue cutters to replace the tiny fleet assembled by former Secretary of the Treasury Hamilton. [3p44]
- Josiah Fox designed the *Pickering*, *Eagle II*, *Diligence II*, *Governor Gilman*, and *Scammel II*. Joshua Humphreys, the famous designer, built the *Diligence II*. (Humphreys likely the designer and builder as he and Fox didn't get along) [4p148]
- [1797] Humphreys asked his son and former apprentice Samuel to design and build cutters *Diligence* for South Carolina and *Eagle* for Georgia. At the same time, Joshua Humphreys reviewed Proposals for cutters and ships from other shipbuilders. He held authority to accept or reject designs and make contracts. [3p44] (Humphreys was Master Constructor of the United States)
- During the summer of 1798 one of the worst yellow fever epidemics of the decade made Humphreys indispensable. Stoddert fled his new Walnut Street naval office, leaving Humphreys behind to get "the little fleet in the city" ready for sea. "I fear the French Cruisers will be on our coast before we are prepared for them..." Humphreys had no intention of staying...moved his United States Shipyard downriver to... Marcus Hook Naval Shipyard... Nine-pounder cannon cast at nearby Foxall Foundry... for US Navy warships *Ganges*, *Sophia*, *Delaware*, *Eagle II*, *Diligence II* and the Algerian tribute vessels *Hassan Bashaw* and *Lelah Eisha*.... Yellow fever soon reached Marcus Hook. "So fatal has the disorder been in this little place, that nine persons have died in thirty-six hours." The pestilence divested warship crews and struck the ship carpenters. By November the frosts brought the navy yard back to the Southward waterfront. [3p46]



- Howard Chapelle... Washington Navy Yard... "either a preliminary design or a rather hasty copy of a working drawing" of one of the schooners. 77' between perpendiculars, on a length of 58' of straight rabbet." Chapelle believe that the cutters were 70 to 80 feet long on deck. The schooner design had a square tuck stern with tumble-home topsides and was expected to carry 14-6 pounders. (Diligence) was probably about the same length as the cutter whose plans Chapelle saw. They were 58' straight rabbet, 20' moulded beam, and 9' depth of hold... and of 187 tons burden." [4p149]
- Wolcot... we can accept (Wolcot's) figures as given... *Diligence II*...were listed as 10-gun vessels..." [4p150]
- Diligence*: schooner. Rate: 12 USN 1798. In Barry's squadron off St. Kitts and Barbados, 1798-1800. Returned to USRCs, 1801, still in existence in 1802. [8,p80]
- Diligence III*, built in 1803. [8,p81]
- A topsail rig is also known as a "jackass rig."
- Comparative Measurements as collected...

	Navy	Chapelle	King	Silverstone	ISM
LO - all					102'
LO - deck		70-80'		77'	62'
LO - waterline					60'
Beam	20'		20'	23'8"	18'6"
Keel	58'	58'	58'	58'	51
Draft	9'		9'	9'2"	-
Displacement	187 tons		187 tons	135 tons	
		77' between perpendiculars			

- Diligence Class [8,p80]

Name	Builder	Launched	Dimensions	Tonnage	Principal Station
<i>Diligence II</i>	Phila (Humphreys)	1797	77' (deck) x 23'8" x 9'2"	135	NC
<i>Eagle II</i>	Phila (Brown)	4 Aug 1798	77' (deck) x 23'8" x 9'2"	187	South Atlantic coast
<i>Gov. Gilman II</i>	Portsmouth, NH (Hackett)	1798	77' (deck) x 23'8" x 9'2"	135	Portsmouth, NH?
<i>Gov. Jay II</i>	New York	27 Jun 1798	58'(keel) x 20' x 9'	187	
<i>Pickering</i>	Newburyport, MA (O. Merrill)	Jul 1798	58'(keel) x 20' x 9'	187	
<i>Scammel II</i>	Portsmouth, NH (Hackett)	11 Aug 1798	75' (deck) x 21'2" x 9'6"	131	

#### Legislation

- On 14 June 1797, Congress called on the Revenue Cutter Service to prevent American citizens from privateering against the ships of nations with which the US was at peace. [4p145]
- Congress placed squarely on the Revenue Cutter Service the duty "to defend the Sea Coast of the United States and to repel any hostility to the ... Commerce of the United States... within the Jurisdiction of the United States." [4p145]
- February 25, 1799. An Act for the Augmentation of the Navy, it empowered the President "to place on the naval establishment, and employ accordingly, all or any of the vessels, which as revenue cutters, have
- been increased in force and employed in the defense of the sea-coast... and there upon, the officers and



crews of such vessels... shall be governed by the rules and discipline, which are, or which shall be establish for the Navy of the United States." [1p34]

- 25 February 1799, in An Act for the augmentation of the Navy, Congress authorized the President at his discretion to place the revenue cutters in the naval establishment. [4p152]
- Congress saw to it, also, that Secretary Stoddert's commandeering of the cutters worked as little harm as possible on the safeguarding of the country's chief source of income[1p36]
- Congress gradually moved the entire Revenue Cutter Service toward combat and into the naval establishment during the war with France. [4p151]
- For in May, 1800, Congress had forbidden American citizens to own and interest in a slaving vessel or to serve on one. (*Diligence II* upon return to its intended service in June 1799 would have upheld this law among it other duties) [2p17]

#### Administration

- Stoddert wrote: "The cutters are considered as belonging to the Treasury Department; they will be fitted out under the directions of the Secretary of the Treasury, and when they are prepared for a cruise, they will, in some instances, be turned over to me." [1p31]
- ...thus redefining the maritime character of the Revenue Cutter Service and making it a service with the dual character of a military establishment and of a maritime service. [4p152]
- Secretary of the Navy Stoddert expressed his appreciation of the importance of collecting the revenue and his willingness to cooperate with the Revenue Cutter Service by explaining to the collectors his intention to give orders governing the movement of each cutter under his care "with a view to the service for which she was originally destined, unless particular circumstance should for a short space, require a different arrangement" [4p154]
- February 3<sup>rd</sup>, 1801 a treaty of peace was ratified with France... The revenue cutters, at this time, consisted of 17 vessels as follows...[6p19]
- Between 1798 and 1801, fourteen new cutters were turned out with the Navy calling the tune in most of the shipyards... Fast hulls they were, most of them under fore and Main-topsail schooner rigs – a square sail aloft on each mast, and a fore-and-aft gaff sail beneath it. [2p15]
- Secretary Stoddert boasted that the Navy more than paid for itself in reduced insurance rates; and the figures for the period, which include about 2 or 3 percent for marine risk, confirm this boast (there is a quote) [4p161]
- A congressional study concluded that the navy had saved the nation more than \$9 million in shipping loss. [9p128]

#### Service

- [overview] *Diligence II*...more or less served... throughout the winter of 1798-99, as they made frequent cruises through the islands... carried dispatches north... convoyed American merchantmen anxious to make home with their cargoes of sugar, rum, and molasses... guarded supply ships on the voyages south and by east from Philadelphia to the West India Squadron. [1p34]
- The revenue cutter *Eagle II* (and *Diligence II*) similarly missed their chance to sail to the West Indies in the fall of 1798 and spent the fall defending the nation's southern coast. (preparations to sail were delayed with the outbreak of Yellow Fever in Philadelphia) [4p158]
- In September [1798] the revenue cutter *Diligence II*, under the command of Captain John Brown, moved to protect American commerce between Cape Fear and Cape Hatteras... [4p157]
- The *Diligence II*, the fourth cutter in Barry's squadron, was ordered to Prince Ruperts Bay on 15 December 1798; and she performed convoy duty in the West Indies under Captain John Brown's command until mid-April 1799 when she arrived back in the United States at Wilmington, North Carolina. [4p160]
- Four cutters, the *Pickering*, *Eagle II*, *Scammel II*, , and *Diligence II*, sailed with the most powerful of the squadrons under the command of Commodore Barry. [4p158]

"Most of the trouble in those waters came not from French cruisers, but from the privateers, which were able to bully defenseless merchantmen but could not and would not stand up against a well-armed warship." [4p161]



- The *Diligence II* was returned to the service for which she was built in June 1799..." [4p163]

#### Timeline

- **1794**
  - March 10 – Act to Provide a Naval Armament
  - April 15 – Knox advocates to Washington the Humphreys' frigate design
  - June – Humphreys appointed Master Constructor of the United States
- **1795**
  - Keel of United States laid
- **1796**
- **1797**
  - May 10 - United States launched
  - June 14 – Congress calls RM to prevent Americans from privateering
  - July 1 – Congress passes "An Act Providing Naval Armament" RM to defend coast manned with marines and seamen
  - December 1 – RM informed it need new cutters for possible war with France
  - *Diligence II* built for RM
- **1798**
  - April 30 – Congress establishes Department of the Navy
  - June 12 - Benjamin Stoddart arrives in Philadelphia
  - June? – Stoddart names Humphreys as Chief Naval Constructor of the United States
  - Summer – Yellow Fever begins
  - July 3 – United States first commission to sea for West Indies from Philadelphia
  - July 26 – United States returns to sea for West Indies from Boston
  - September – *Diligence II* cruises Cape Hatteras & Fear. [*Diligence II* misses chance to join West Indies Squadron due to setbacks caused by Yellow Fever?]
  - October 10 – Stoddart informs RM cutters Navy is in control
  - October 17 – United States ordered to cruise new England coast and is damaged in a storm
  - November – Yellow Fever ends
  - December 15 – *Diligence II* was ordered to West Indies Squadron [and left with United States]
  - December 18 – United States put to sea for West Indies from Philadelphia
- **1799**
  - January 8 – *Eagle II* ordered to West Indies Squadron
  - Spring – construction on Frigate Philadelphia begins [leiner,p64]
  - February 25 – Act for the Augmentation of the Navy – authorizes president to use RM for defense of coast under control of Navy
  - April 15 – *Diligence II* returns to Wilmington, NC
  - June – *Diligence II* returned to RM – "too small for Navy use"
  - November – frigate *Philadelphia* launched [leiner,p65]
- **1800**
  - April – frigate *Philadelphia* fitted out and ready for sea [leiner,p67]
  - May – Congress forbids citizens to own interest or serve on slave ships
  - September 30 – Treaty of Mortefontaine signed, ending the Quasi War
- **1801**
  - February 3 – Treaty with France ratified by Congress – Quasi War over
- **1802**
  - *Diligence II*, still in existence in 1802 and likely replaced in 1803 by *Diligence III*.





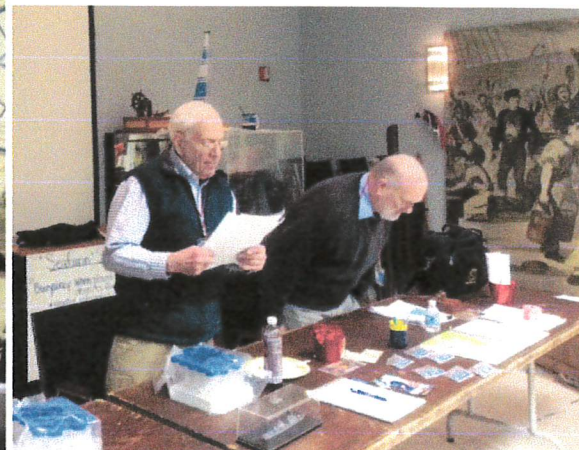
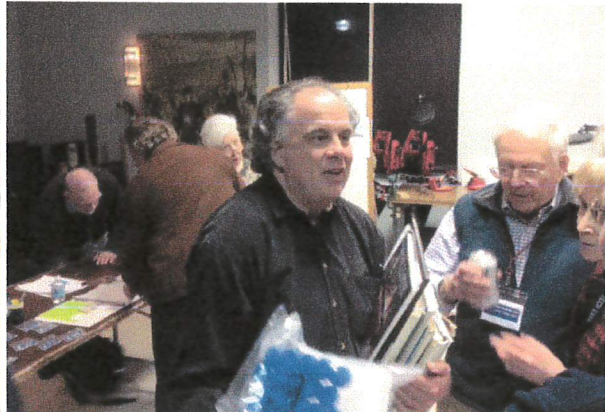
# PSMS *APRIL* MEETING







## PSMS *APRIL* MEETING *CONTINUED*





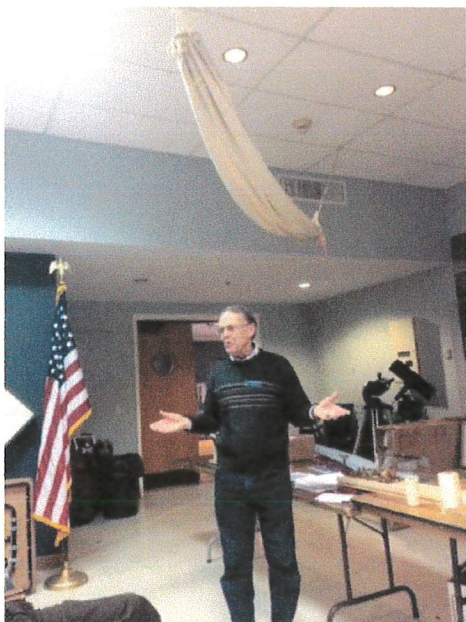
## PSMS *APRIL* SHOW N' TELL



1. **Craig Bennett** brought a model of the **DDG168 Tachikaze**. The model is a Skywave plastic kit (see photo above) in a 1/700 scale. The ship was built in 1976 and served until 2007. **Craig** built it as it looked in 1976. Another 1/700 model in **Craig's** large fleet.



## PSMS *APRIL* SHOW N' TELL



2. **Spence Delin** brought in his *Boxer*, an American cadet training ship circa 1905. This is a 3/16"=1 foot scratch built model that we have seen over several months—almost like a Master Builder's Log. The quality of Spence's work is easily seen in the attention he has given to the deck furniture as well as in the whole process (see earlier *Quarterdeck's* for more pictures).



## PSMS *APRIL* SHOW N' TELL



3. Speaking of Builder's Logs, **Jerry Kates** brought in a construction diary of the building of the *San Felipe*. The diary is very detailed, the work of a careful craftsman. The model is on display in the library at Philadelphia Central High School. *Thanks, Jerry, for making us aware of this remarkable ship!*



***Now hear this ...***



**Become a Member of ISM ...**Independence Seaport Museum members receive free admission to the Museum, Workshop on the Water, the cruiser *Olympia* (shown above) and submarine *Becuna*, as well as invitations to exhibit openings, discounts in the gift shop, special member pricing for special programs and events and preferred access to boating opportunities on visiting tall ships.

Membership levels: Individual - \$45 (benefits apply to one person); Family - \$75 (benefits apply to up to five people in the same household); see their website for other levels.

**NOTE:** As a member of PSMS you are considered a **VOLUNTEER** at ISM—in addition to working in the SHACK, we are encouraged to volunteer at other events sponsored by the museum! Each month Katie Burke (Education & Volunteer Coordinator at ISM) will send you **VOLUNTEER NEWS**—  
*See the different areas where we are needed and –*

# **VOLUNTEER!**

**NOTE:** All volunteers need to sign in and out from the museum from now on. The sign in book is located by the front desk on the podium. Boat shop volunteers will continue to sign in and out at the boat shop. Ships volunteers will sign in and out on the ships, unless they are coming into the museum and then they would sign in and out there as well. For PSMS, you will also need to sign in and out at the front desk.

Therefore if there is an emergency we will know who all is in the building at that time. If there is an emergency inside the museum, please exit the building and meet at the Walnut Street steps. For those on the ships, you will meet on the landing in front of the ships.

If you have been by the museum lately, you will have noticed the big changes happening on our galleries. We have taken down a large part of the main exhibit to make way for our new schooner, *Diligence II*. It is exciting too for the Seaport Museum and we hope you can come down and lend a hand. (See pictures on the next page.)

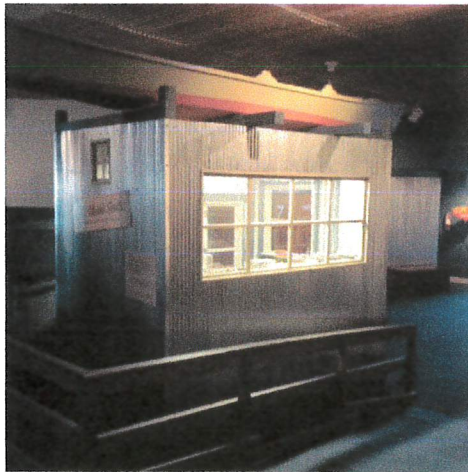


***Now hear this continued ...***

## ***DILIGENCE II* UNDER CONSTRUCTION AT ISM**



The skeleton of the ship is in place! (Picture to the Right). The transom end of the Schooner Diligence II, 65' long at the deck. The deck will be about 2' off the floor, and the hull fully planked with 1 1/2" poplar. The planks are 5" wide, and the public can watch the construction this week. The 2 masts will pierce the ceiling. *Joe Jordan*



## **THE SHACK**

Keep the lights on! Volunteer! Contact Joe Jordan ([jjvtown@aol.com](mailto:jjvtown@aol.com)).

**• GET YOUR REWARD!** Volunteers have the opportunity to receive rewards for the hours they give to the museum. By logging your volunteer hours in VIC Net, which is accessible through the Museum's website on the volunteer page, you can receive free museum gear. ISM will be rewarding goals of 100, 500, 1,000 hours and more. Some volunteers might have already been trained to use the new logging system, but if you haven't, Spencer Anderson will be happy to train you.



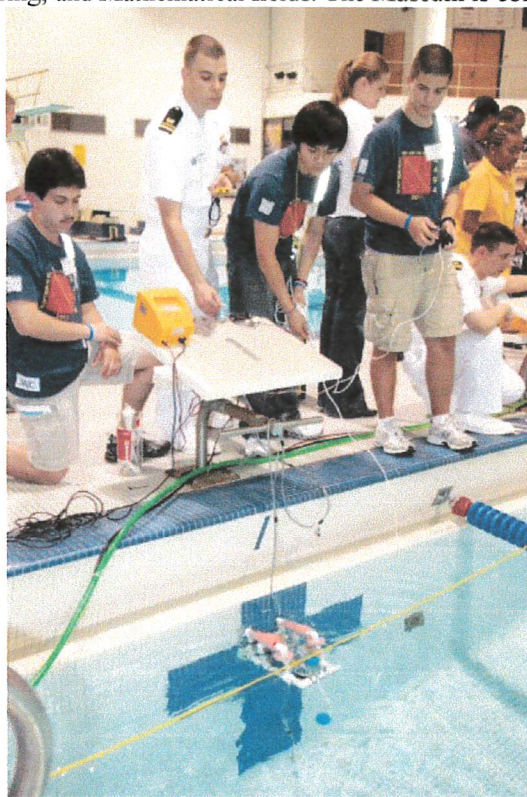
**NOTE: Steamship Historical Society of America** meets the third Sunday of each month at ISM from 2-4:30 PM. Visit their website at <http://www.sshsa-delawarevalley.org/>.



*Now hear this continued ...*



Independence Seaport Museum believes SeaPerch presents an engaging platform for developing student interest in Science, Technology, Engineering, and Mathematical fields. The Museum is committed to furthering **SeaPerch**



**program** initiatives in the Philadelphia area, and will serve as a mentoring, assembly, education, and testing facility. In addition to a mentoring several teams participating in the 2015 SeaPerch Challenge, the Museum will provide testing tank which any team participating in this year's challenge can use for competition practice. Outside of the 2015 Challenge, the Seaport Museum is also committed to supporting youth teams, including boy and girl scout groups, interested in building SeaPerch units for educational purposes. The Greater Philadelphia SeaPerch Challenge will be held at Drexel University April 24 and 25, 2015. For more information, visit the Greater Philadelphia SeaPerch Challenge [website](#).

#### **SeaPerch Testing Tank:**

Independence Seaport Museum offers 2-hour segments of pool time, Museum and Historic Ships admission for \$25 per team. Need a mentor? Schedule your team for 2 hours of pool time and a mentor, along with Museum and Historic Ships admission for only \$45 per team. Visits must be scheduled and paid for at time of booking. Payment is non-refundable, but if a team needs to reschedule, call 24 hours prior to your appointment to select a different date and time. One team will be booked for each available time slot.

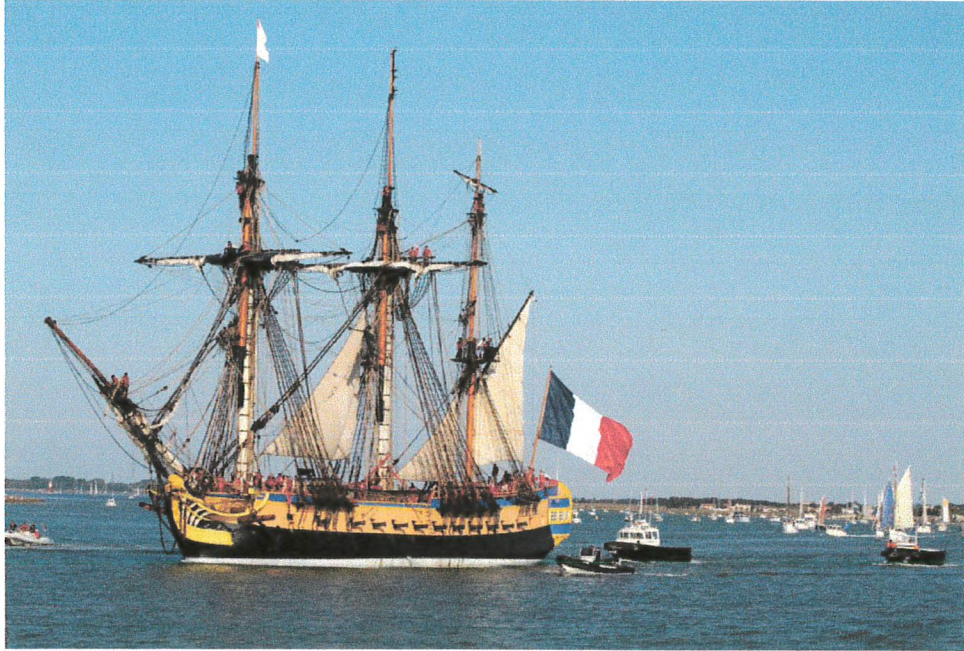
SeaPerch teams interested in using the Museum's tank, or learning more about our program support, should contact STEAM Coordinator Jennifer Totoro at (215) 413-8621 or [jtotoro@phillyseaport.org](mailto:jtotoro@phillyseaport.org). Visits must be scheduled in advance.





*Now hear this continued ...*

## TALL SHIPS Philadelphia • Camden



*L'Hermione will lead 13 Tall Ships® at the Philadelphia-Camden event.*

Adding excitement to a waterfront that is already bubbling with activity, Tall Ships® Philadelphia-Camden is slated to bring majestic vessels up the Delaware River in early summer on June 25-28. Tall Ships® Philadelphia-Camden has the distinction of being the largest sailing event in the United States in 2015.

With over a dozen magnificent domestic and international ships planning to attend Tall Ships® Philadelphia – Camden, visitors can catch a glimpse, step aboard and even set sail on some of the most meticulously crafted ships of yore. The unique two-sided waterfront affords increased accessibility for visitors from both sides of the river and creates the perfect venue for a myriad of festival attractions and of course, Tall Ships.

The event is sponsored by a collaboration of four Delaware waterfront organizations: the Delaware River Waterfront Corporation, Coopers Ferry Partnership, Adventure Aquarium and Independence Seaport Museum.

An abundance of attractions will accompany the Tall Ships such as historical reenactments, live music, dance, youth sail training, a craft beer garden and the regions finest fare.

Tickets are on sale NOW. Click [here](#) to purchase or call 877-4FLY-TIX. Tickets are good for attractions in both Camden and Philadelphia.

**For more information:**

Official website: [TallShipsPhiladelphia.com](http://TallShipsPhiladelphia.com)

Facebook: [www.facebook.com/TallShipsPC](https://www.facebook.com/TallShipsPC)

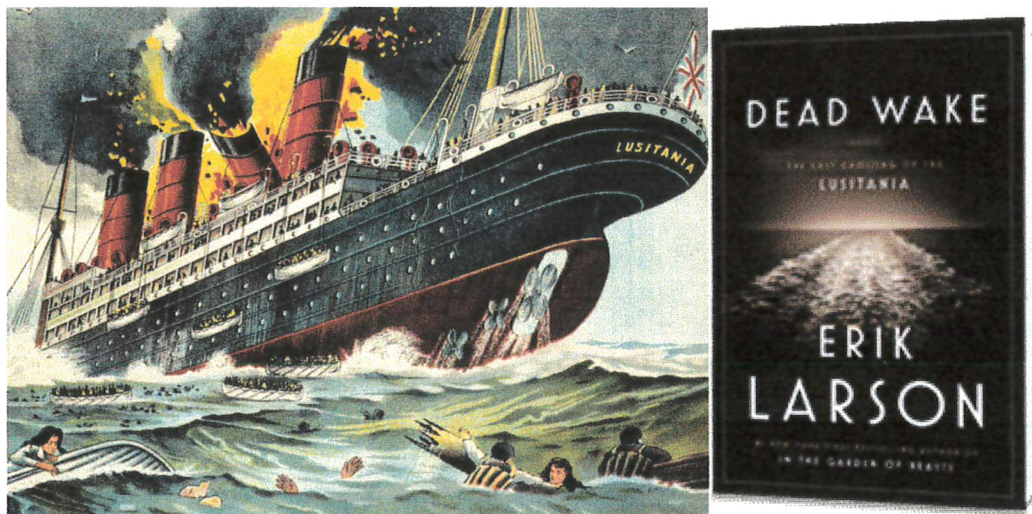
Twitter: @TallShipsPC

**SAVE THE DATE: Thursday 25 June for a La Grande Fete at 6 o'clock in the evening at ISM.**





***Now hear this continued ... recommended reading:***



**From the #1 *New York Times* bestselling author and master of narrative nonfiction comes the enthralling story of the sinking of the *Lusitania*, published to coincide with the 100th anniversary of the disaster.**



***Recommended watching :***



*In the Heart of the Sea* is an

upcoming [biographical thriller film](#) directed by [Ron Howard](#). The film stars [Chris Hemsworth](#), [Cillian Murphy](#), and [Tom Holland](#). It is based on [Nathaniel Philbrick's 2000 non-fiction book of the same name](#), about the sinking of the [whaleship Essex](#). The film is scheduled for release according to Wikipedia on 11 December 2015. See the trailer: [https://www.youtube.com/watch?v=Xs-JfPjgiA4&feature=player\\_embedded](https://www.youtube.com/watch?v=Xs-JfPjgiA4&feature=player_embedded). *(Craig Bennett brought this release to our attention. Thanks, Craig!)*





***Now hear this continued ... future opportunities:***

**NEW LONDON, CONNECTICUT 33<sup>rd</sup> NORTHEAST SHIP  
MODEL CONFERENCE & SHOW, 25 APRIL 2015**



*New London, CT and Mystic Seaport which features the last wooden whaleship in the world, the Charles W. Morgan.*

The conference in New London, Connecticut, is the usual last weekend in April, the 25th this year. I've made inquiries about accommodations and these are two of the options: Holiday Inn Express, Mystic, Friday and Saturday nights are the same price, \$129.00 for both double and king rooms, PLUS 6.7% tax. The price is \$122.52 with the AARP discount, again PLUS 6.7% tax. The telephone number is 860 572-9065. The Howard Johnson Inn has a special rate, \$92.65 for both types of rooms, again PLUS the 6.7% tax. The telephone number is 860 536-2654. Many travel experts recommend that facilities be contacted directly rather than going through the toll-free numbers. If you plan to go please make your reservations soon; they can be canceled if there is a change of plans but probably would not be available at the last minute.

*Pat Leaf*

**NOTE: Information about the conference and links to the conference flyer, printable registration form and an online registration form can be found on the attached link: <http://www.usscmsg.org/home/nsmc>.**



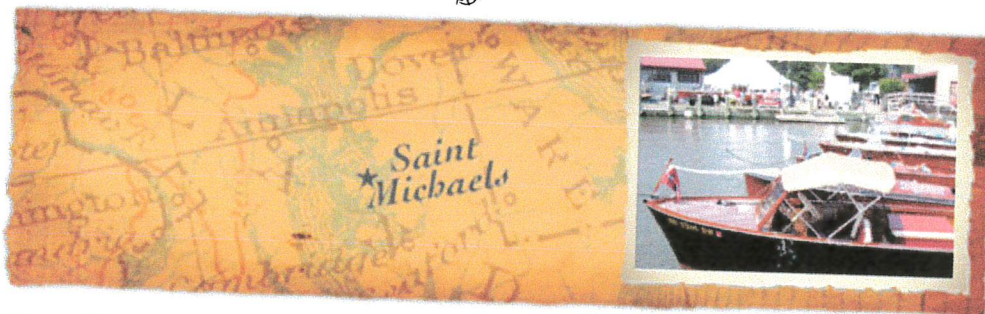
*Other area attractions (L-R)--Goshen: Submarine Force Museum; New London: US Coast Guard Museum; Fall River, MA: Battleship Cove.*



***Now hear this continued ... future opportunities:***



**NS Savannah**—visit on **MARINE DAY** in Baltimore at 4601 Newgate Avenue, Baltimore, Maryland 21224, Pier 13 in Canton, Saturday, 17 May 2015.



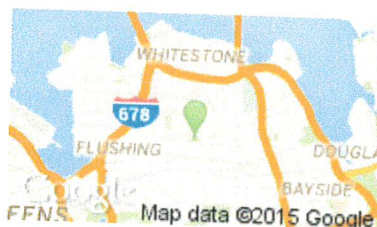
## **The Antique & Classic Boat Show, 19-21 June.**

**Please see their website for details: [www.chespeakcbayacbs.org](http://www.chespeakcbayacbs.org)**

Chesapeake Bay Maritime Museum

St. Michaels, Maryland

**Friday 11-5 • Saturday 10-5 • Sunday 10-2**



**EMPIRE STATE MODEL MARINE REGATTA,  
25 JULY @ Bowne Park, 155-07 29<sup>th</sup> Avenue,  
Flushing, NY from 8 AM-6 PM.**



*Now hear this continued ... future opportunities:*



**MODEL GUILD OF THE CHESAPEAKE BAY  
MARITIME MUSEUM, the NORTH AMERICAN STEAMBOAT MODERLER'S  
ASSOCIATION, and the  
WASHINGTON SHIP MODEL SOCIETY**

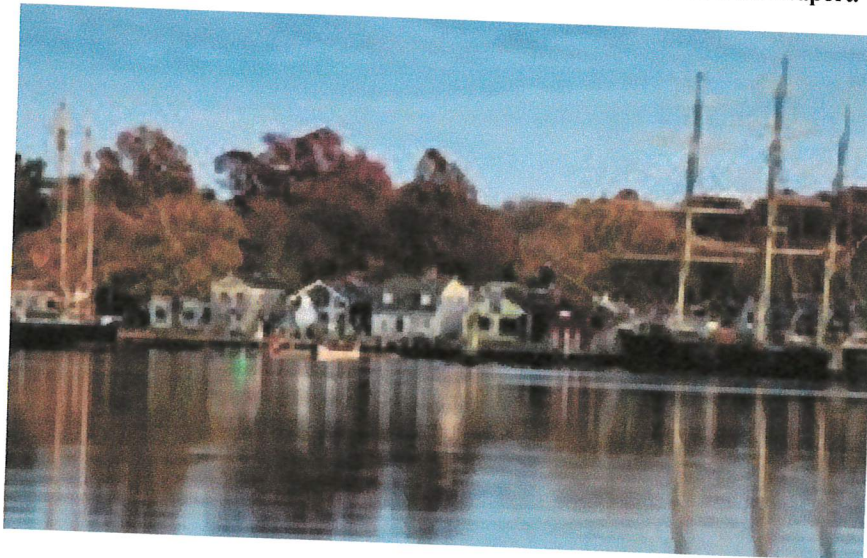
**3 & 4 October 2015**



**NAUTICAL RESEARCH GUILD 2015  
CONFERENCE**

**MYSTIC, CONNECTICUT 22-24 OCTOBER**

The conference will be at the MYSTIC HILTON which is less than one mile from the Seaport.



(continued)



***Now hear this continued ... future opportunities:***

## **THE NAUTICAL RESEARCH GUILD**

**"ADVANCING SHIP MODELING THROUGH RESEARCH"**

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



**YEARLY  
MEMBERSHIP**  
\$48.00 USA  
\$60.00 Foreign

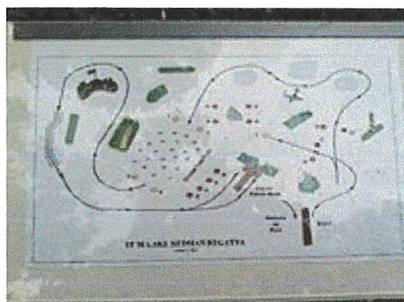


For more information contact us at [www.thenrg.org](http://www.thenrg.org)



## **THE SSMA JOURNAL:**

**Lots of news and pictures about PSMS in their editions. Become a member of SSMANA; Annual dues are \$25 and sent to John Amann, 758 Regency Park Drive, Crystal Lake, IL 60014. Your check should be made payable to SSMA. Visit them on the web at [SSMANA.ORG](http://SSMANA.ORG).**

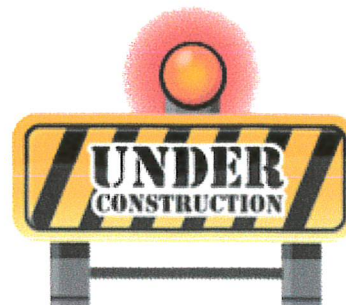


**... AND ON 16 AUGUST, TASK FORCE 50  
REGATTA AT LAKE REEDMAN NEAR YORK, PA!**



*Now hear this continued ...*

**NEW PSMS WEBSITE!!**



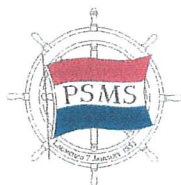
**YOUR PATIENCE HAS BEEN APPRECIATED—NEW WEBSITE—**

**WHERE THE WORK IS UNDER CONSTRUCTION !**

**<http://philadelphiahipmodelsociety.com>**



## **PSMS SHIRTS & CAPS WITH SOCIETY LOGO**



We can order shirts and caps with the embroidered Society logo and for the first time women's sizes are available.

Prices are:

Long-sleeved polo shirts, navy blue, men's sizes \$35.00

available in small through 4XL

*Add \$2.00 for 2XL, \$3.00 for 3 XL, and \$4.00 for 4 XL*

Women's sizes small through 2X

\$35.00

Short-sleeved polo shirts, navy blue,

men's sizes small through 6 XL and tall in XL through 3X

\$28.75

Women's sizes available sizes small through 3XL

\$28.75

Hats 6 panel wave cap, navy with white trim

\$14.50

*There is interest in woven fabric shirts and I will have catalogues showing them as well as the knit shirts. The prices in the catalogues are not the final cost with the logo but are expected to be \$30.00 or less, including the embroidered logo.*

*If you would like to place an order please let Pat Leaf know at [pjlebl@comcast.net](mailto:pjlebl@comcast.net). Please be sure of your size.*







## 2015 PSMS OFFICERS & EXECUTIVE BOARD

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